



Hongkong Daily Press.

ESTABLISHED 1867

Registered as a Newspaper at the General Post Office in the United Kingdom.

No. 20,052. 號二十五零萬二第 日七初月八年戌壬 HONGKONG, WEDNESDAY, SEPTEMBER 27TH, 1922. 三拜禮 號七廿月九年一十國民華中 PRICE, \$3 PER MONTH

INTIMATION

A most Refreshing
Drink for Summer

IS

MARTINI & ROSSI'S

ITALIAN

VERMOUTH

With Cold Water.

OF ALL DEALERS.

GREENER GUNS.

The Far Eastern representative Messrs. W. W. GREENER, LTD., 29, Pall Mall, London, is at present in Hongkong and all sportsmen are cordially invited to inspect a few sample models "Greener" Guns now being shown at our store.

THE HONGKONG SPORTING
ARMS AND AMMUNITION
STORE.

54, Brompton Road,
Agents for W. W. GREENER, LTD.

A LING & CO.,

19, Queen's Road, Central,
HONGKONG.

FURNITURE AND PHOTO GOODS STORE.

Glass Etching, Sign-Board and
Mirror Making.
Canton Marble in Various Shades.
Photographic Cards of Every Description
in Stock.
Developing, Printing and Enlarging
Undertaken.
Telephone Central 1218.

FRENCH LESSONS

G. HOUSSEAU,

15, Morrison Hill Road.

PEAK TRAMWAY CO. LIMITED.

TIME-TABLE

WEEK DAYS	
7.00 a.m. to 8.00 a.m. every 15 minutes	
8.00 " " " " " " " "	10
10.00 " " " " " " " "	15
11.30 " " " " " " " "	15
12.30 p.m. to 2.30 p.m. every 15 minutes	
2.30 " " " " " " " "	10
4.00 " " " " " " " "	15
4.00 " " " " " " " "	10
NIGHT CARS	
8.50 p.m. to 9.00 p.m. every 30 minutes	
9.30 p.m. to 11.00 p.m. every 30 minutes	
11.15 p.m. to 11.45 p.m. every 15 minutes	
SATURDAYS	
Extra Car—12 midnight.	
SUNDAYS	
7.00 a.m. to 9.30 a.m. every 15 minutes	
9.30 " " " " " " " "	10
11.15 " " " " " " " "	15
12.00 noon " " " " " " " "	10
1.00 p.m. to 4.00 p.m. every 15 minutes	
4.00 " " " " " " " "	15
4.00 " " " " " " " "	10
NIGHT CARS	
8.50 p.m. to 9.00 p.m. every 30 minutes	
9.30 p.m. to 11.20 p.m. every 30 minutes	
11.45 p.m.	

SPECIAL CARS by arrangement at the Company's Office, Alexandra Building, Des Voeux Road.

Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made by Bank Notes or Cheques or Compro Order represented Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 15TH, 1922, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

STATION	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	Through Express		No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100	No. 101	No. 102	No. 103	No. 104	No. 105	No. 106	No. 107	No. 108	No. 109	No. 110	No. 111	No. 112	No. 113	No. 114	No. 115	No. 116	No. 117	No. 118	No. 119	No. 120	No. 121	No. 122	No. 123	No. 124	No. 125	No. 126	No. 127	No. 128	No. 129	No. 130	No. 131	No. 132	No. 133	No. 134	No. 135	No. 136	No. 137	No. 138	No. 139	No. 140	No. 141	No. 142	No. 143	No. 144	No. 145	No. 146	No. 147	No. 148	No. 149	No. 150	No. 151	No. 152	No. 153	No. 154	No. 155	No. 156	No. 157	No. 158	No. 159	No. 160	No. 161	No. 162	No. 163	No. 164	No. 165	No. 166	No. 167	No. 168	No. 169	No. 170	No. 171	No. 172	No. 173	No. 174	No. 175	No. 176	No. 177	No. 178	No. 179	No. 180	No. 181	No. 182	No. 183	No. 184	No. 185	No. 186	No. 187	No. 188	No. 189	No. 190	No. 191	No. 192	No. 193	No. 194	No. 195	No. 196	No. 197	No. 198	No. 199	No. 200	No. 201	No. 202	No. 203	No. 204	No. 205	No. 206	No. 207	No. 208	No. 209	No. 210	No. 211	No. 212	No. 213	No. 214	No. 215	No. 216	No. 217	No. 218	No. 219	No. 220	No. 221	No. 222	No. 223	No. 224	No. 225	No. 226	No. 227	No. 228	No. 229	No. 230	No. 231	No. 232	No. 233	No. 234	No. 235	No. 236	No. 237	No. 238	No. 239	No. 240	No. 241	No. 242	No. 243	No. 244	No. 245	No. 246	No. 247	No. 248	No. 249	No. 250	No. 251	No. 252	No. 253	No. 254	No. 255	No. 256	No. 257	No. 258	No. 259	No. 260	No. 261	No. 262	No. 263	No. 264	No. 265	No. 266	No. 267	No. 268	No. 269	No. 270	No. 271	No. 272	No. 273	No. 274	No. 275	No. 276	No. 277	No. 278	No. 279	No. 280	No. 281	No. 282	No. 283	No. 284	No. 285	No. 286	No. 287	No. 288	No. 289	No. 290	No. 291	No. 292	No. 293	No. 294	No. 295	No. 296	No. 297	No. 298	No. 299	No. 300	No. 301	No. 302	No. 303	No. 304	No. 305	No. 306	No. 307	No. 308	No. 309	No. 310	No. 311	No. 312	No. 313	No. 314	No. 315	No. 316	No. 317	No. 318	No. 319	No. 320	No. 321	No. 322	No. 323	No. 324	No. 325	No. 326	No. 327	No. 328	No. 329	No. 330	No. 331	No. 332	No. 333	No. 334	No. 335	No. 336	No. 337	No. 338	No. 339	No. 340	No. 341	No. 342	No. 343	No. 344	No. 345	No. 346	No. 347	No. 348	No. 349	No. 350	No. 351	No. 352	No. 353	No. 354	No. 355	No. 356	No. 357	No. 358	No. 359	No. 360	No. 361	No. 362	No. 363	No. 364	No. 365	No. 366	No. 367	No. 368	No. 369	No. 370	No. 371	No. 372	No. 373	No. 374	No. 375	No. 376	No. 377	No. 378	No. 379	No. 380	No. 381	No. 382	No. 383	No. 384	No. 385	No. 386	No. 387	No. 388	No. 389	No. 390	No. 391	No. 392	No. 393	No. 394	No. 395	No. 396	No. 397	No. 398	No. 399	No. 400	No. 401	No. 402	No. 403	No. 404	No. 405	No. 406	No. 407	No. 408	No. 409	No. 410	No. 411	No. 412	No. 413	No. 414	No. 415	No. 416	No. 417	No. 418	No. 419	No. 420	No. 421	No. 422	No. 423	No. 424	No. 425	No. 426	No. 427	No. 428	No. 429	No. 430	No. 431	No. 432	No. 433	No. 434	No. 435	No. 436	No. 437	No. 438	No. 439	No. 440	No. 441	No. 442	No. 443	No. 444	No. 445	No. 446	No. 447	No. 448	No. 449	No. 450	No. 451	No. 452	No. 453	No. 454	No. 455	No. 456	No. 457	No. 458	No. 459	No. 460	No. 461	No. 462	No. 463	No. 464	No. 465	No. 466	No. 467	No. 468	No. 469	No. 470	No. 471	No. 472	No. 473	No. 474	No. 475	No. 476	No. 477	No. 478	No. 479	No. 480	No. 481	No. 482	No. 483	No. 484	No. 485	No. 486	No. 487	No. 488	No. 489	No. 490	No. 491	No. 492	No. 493	No. 494	No. 495	No. 496	No. 497	No. 498	No. 499	No. 500	No. 501	No. 502	No. 503	No. 504	No. 505	No. 506	No. 507	No. 508	No. 509	No. 510	No. 511	No. 512	No. 513	No. 514	No. 515	No. 516	No. 517	No. 518	No. 519	No. 520	No. 521	No. 522	No. 523	No. 524	No. 525	No. 526	No. 527	No. 528	No. 529	No. 530	No. 531	No. 532	No. 533	No. 534	No. 535	No. 536	No. 537	No. 538	No. 539	No. 540	No. 541	No. 542	No. 543	No. 544	No. 545	No. 546	No. 547	No. 548	No. 549	No. 550	No. 551	No. 552	No. 553	No. 554	No. 555	No. 556	No. 557	No. 558	No. 559	No. 560	No. 561	No. 562	No. 563	No. 564	No. 565	No. 566	No. 567	No. 568	No. 569	No. 570	No. 571	No. 572	No. 573	No. 574	No. 575	No. 576	No. 577	No. 578	No. 579	No. 580	No. 581	No. 582	No. 583	No. 584	No. 585	No. 586	No. 587	No. 588	No. 589	No. 590	No. 591	No. 592	No. 593	No. 594	No. 595	No. 596	No. 597	No. 598	No. 599	No. 600	No. 601	No. 602	No. 603	No. 604	No. 605	No. 606	No. 607	No. 608	No. 609	No. 610	No. 611	No. 612	No. 613	No. 614	No. 615	No. 616	No. 617	No. 618	No. 619	No. 620	No. 621	No. 622	No. 623	No. 624	No. 625	No. 626	No. 627	No. 628	No. 629	No. 630	No. 631	No. 632	No. 633	No. 634	No. 635	No. 636	No. 637	No. 638	No. 639	No. 640	No. 641	No. 642	No. 643	No. 644	No. 645	No. 646	No. 647	No. 648	No. 649	No. 650	No. 651	No. 652	No. 653	No. 654	No. 655	No. 656	No. 657	No. 658	No. 659	No. 660	No. 661	No. 662	No. 663	No. 664	No. 665	No. 666	No. 667	No. 668	No. 669	No. 670	No. 671	No. 672	No. 673	No. 674	No. 675	No. 676	No. 677	No. 678	No. 679	No. 680	No. 681	No. 682	No. 683	No. 684	No. 685	No. 686	No. 687	No. 688	No. 689	No. 690	No. 691	No. 692	No. 693	No. 694	No. 695	No. 696	No. 697	No. 698	No. 699	No. 700	No. 701	No. 702	No. 703	No. 704	No. 705	No. 706	No. 707	No. 708	No. 709	No. 710	No. 711	No. 712	No. 713	No. 714	No. 715	No. 716	No. 717	No. 718	No. 719	No. 720	No. 721	No. 722	No. 723	No. 724	No. 725	No. 726	No. 727	No. 728	No. 729	No. 730	No. 731	No. 732	No. 733	No. 734	No. 735	No. 736	No. 737	No. 738	No. 739	No. 740	No. 741	No. 742	No. 743	No. 744	No. 745	No. 746	No. 747	No. 748	No. 749	No. 750	No. 751	No. 752	No. 753	No. 754	No. 755	No. 756	No. 757	No. 758	No. 759	No. 760	No. 761	No. 762	No. 763	No. 764	No. 765	No. 766	No. 767	No. 768	No. 769	No. 770	No. 771	No. 772	No. 773	No. 774	No. 775	No. 776	No. 777	No. 778	No. 779	No. 780	No. 781	No. 782	No. 783	No. 784	No. 785	No. 786	No. 787	No. 788	No. 789	No. 790	No. 791	No. 792	No. 793	No. 794	No. 795	No. 796	No. 797	No. 798	No. 799	No. 800	No. 801	No. 802	No. 803	No. 804	No. 805	No. 806	No. 807	No. 808	No. 809	No. 810	No. 811	No. 812	No. 813	No. 814	No. 815	No. 816	No. 817	No. 818	No. 819	No. 820	No. 821	No. 822	No. 823	No. 824	No. 825	No. 826	No. 827	No. 828	No. 829	No. 830	No. 831	No. 832	No. 833	No. 834	No. 835	No. 836	No. 837	No. 838	No. 839	No. 840	No. 841	No. 842	No. 843	No. 844	No. 845	No. 846	No. 847	No. 848	No. 849	No. 850	No. 851	No. 852	No. 853	No. 854	No. 855	No. 856	No. 857	No. 858	No. 859	No. 860	No. 861	No. 862	No. 863	No. 864	No. 865	No. 866	No. 867	No. 868	No. 869	No. 870	No. 871	No. 872	No. 873	No. 874	No. 875	No. 876	No. 877	No. 878	No. 879	No. 880	No. 881	No. 882	No. 883	No. 884	No. 885	No. 886	No. 887	No. 888	No. 889	No. 890	No. 891	No. 892
---------	-------	-------	-------	-------	-------	-------	-------	-----------------	--	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------

THORNYCROFT

AND CO., LTD.
SHIPBUILDERS AND ENGINEERS
London, Southampton and Basingstoke.

PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS.
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)
UP TO 50 KNOTS.
TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS.
MARINE AND STATIONARY OIL ENGINES 8 TO 90 H.P.
MOTOR VEHICLES 2 TO 6 TONS.
WATER-TUBE BOILERS.

FOR QUOTATION, APPLY—
10, KIUKIANG ROAD,
SHANGHAI.

Summit Soft COLLARS

Shape 66

For all Seasons this Soft Summit Collar gives perfect comfort in wear.

Skilfully designed to keep its shape, character, and clean-cut appearance.

With or without eyelet holes for pin.

MACKINTOSH & CO., LTD.

Men's Wear Specialists.

Alexandra Building, Des Vaux Road.



Very Latest Designs in
LIGHT TWEEDS, FANCIES & OXFORD CLOTHS.

Our New Seasons' Stocks are Arriving.



INSPECT OUR STOCK BEFORE DECIDING ON YOUR NEW DRESS.

THE SINCERE CO., LTD.

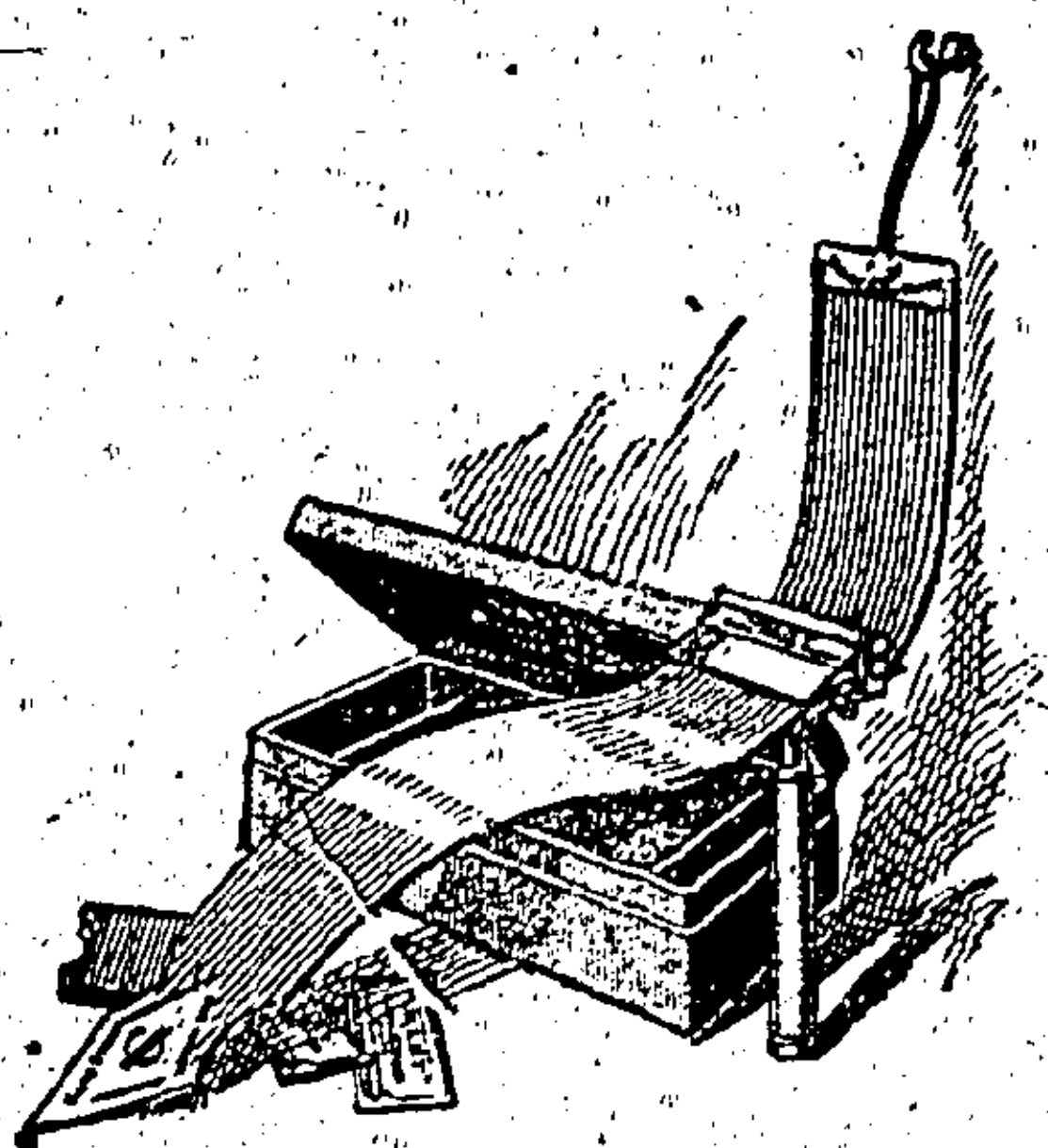
JUST ARRIVED.

THE NEW MODEL "C"

"VALET"
AUTO STROP
SAFETY RAZOR

\$2.95
COMPLETE.

Brings the comfort and economy of the only Self Stropping Razor within the reach of every purse. It is the biggest Safety Razor value yet offered. You are invited to call at our establishment and see the way it "Strops itself" and keeps its own blades sharp. Price complete in Case and 2 blades and leather Strop \$2.95.



WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

THE "STORE FOR VALUE."

CANTON TRADE.

(Continued from yesterday.)

(b.) Imports.—The net value of Chinese imports from treaty ports is HK. Tls. 33,500,000, mainly with Yangtze ports through Shanghai West River trade forming a small portion. Chinese piece goods improved somewhat, notably shirtings which, in competition with the foreign article, advanced 11,000 pieces and nankeens by 8,000 pieces. Chinese raw cotton, generally imported from Shanghai for the manufacture of quilts, shows an increase of 15,000 pieces. Prices ranged from \$30 to \$35 per bale of 1 piece and the trade has been very profitable throughout the year. As regards native cotton cloth, while most of it comes from Shanghai, Tientsin cloth has also been fairly well represented in the local market. Prices, however, were noticeably higher than the Canton-made "patriotic" cloth, so that a great deal of the northern product was re-exported to Kwangsi and the exports of Kwangtung. Imports of Yangtze rice fell about 3,000,000 piculs, causing high prices locally with but small profits. Imports from the neighbouring province of Kwangsi were only available towards the end of the year, and Annam rice had to be substituted. Even with two good harvests, which was not the case during the year under review, Kwangtung, it is said, can only feed its population for two months out of 12. Imports of pig iron from the Hanyang Ironworks increased some 17,000 piculs, and the imports of anti-mony regulus were 400 piculs to 500 in 1932 owing to shortage of the ore locally. Beans, bean-cake, and bean oil all show considerable advances, and tea increased by 10,000 piculs, mostly green tea from Hangchow. Under tobacco we find a rise of 13,000 piculs. The Chiao Hing cigars advanced, somewhat in popular favour during the year, but two other companies which exist do not appear to be making much headway. As regards locally made cigarettes, three companies, the Kwangtung Hua Chi-ang, and Chung Hing, working in competition with the British-American Tobacco Company and the Nanyang Brothers, are having a hard fight to keep above water.

INLAND TRANSIT.

(a.) Inwards (under Transit Pass).—A slight increase under inward transit passes for Kwangtung province only gave us the small increase in transit duty of about HK. Tls. 2,000. Trade with other provinces fell everywhere owing to military operations in the neighbouring provinces, excepting Kwangsi, which has all along been successful in evading war. This province, however, has only a very small transit trade with Canton. The total value of our inland transit trade was HK. Tls. 600,000, the increase of HK. Tls. 200,000 being confined to the house provinces.

(b.) Outwards (under Transit Certificate).—This form of Customs revenue entirely disappeared with Kwangtung's declaration of independence of the Central Government, and no transit certificates have been surrendered since December, 1918. The issue of them was granted to one or two firms in 1919, but special military taxation by area commanders at places of production nullified their value, and the firms concerned quietly surrendered their treaty rights by local purchases.

(c.) Special.—Inward transit certificates, covering factory products under special exemption privileges, for Kwangtung province alone show an increase over 1931 of nearly 100 per cent, and for Kweichow province a small advance. The total increase under this heading is 3,000 passes, representing a value of HK. Tls. 670,000.

TREASURY.

Imports of gold increased to the value of 23 million Haikwan Taels, mostly in American gold coin, speculating in which is rather prevalent, while the decrease in gold bars amounted to HK. Tls. 187,000 roughly. The outward movements of gold do not cover more than HK. Tls. 153,000. Bar shipments disappeared altogether during 1932, and coins to Macao principally, fell by about Tls. 135,000. The movements of silver, however, are more interesting, for silver inwards exceeding the figures for 1931 by 3 million Haikwan taels, the reasons for which are evident from the export figures of silver coins, which more than doubled the shipments for 1931. The coins were nearly all in newly minted Canton 20-cent pieces, the alleged inferior fineness of which led to an embargo by the Northern Government on import into Shanghai and Yangtze ports. During the year more than 10 new native banks were opened, bringing the present total of such institutions up to about 270. Banking circles did very well in 1932, hence this line of profit received particular attention. Bankers speculated on deposits against deliveries of silk, rice, oil, sugar, and flour as good-bay, but, excepting silk, the selling price of goods was not up to anticipations, especially with sugar, of which there was a surplus, hence cash was not in active circulation locally, and interest rose to 5-5.5 per cent. per month, or nearly 70 per cent. per annum, a very high figure to the Occidental mind. The failure of the Banque Industrielle de Chine in July, fortunately, did not affect native banks to any great extent. It was individual depositors, mostly Chinese, who suffered. Discount on the notes of the new Provincial Bank of Kwangtung remained steady at from 38 to 37 per cent, and business has been maintained throughout the year on a limitation of a cash exchange not exceeding \$200 for any one individual. The Mint has been very busy coining the heavy purchases of silver into 20-cent pieces, it is said at the rate of \$200,000 per day. In August \$34,000 worth of nickel 5-cent pieces were coined, thus floating 680,000 pieces of this useful currency; they are, however, larger than

the original issue in 1920, being just about the size of a 10-cent piece, though, of course, considerably lighter. Foreign exchange ranged from 3s. 1 1/2d. to 2s. 3 1/2d. on London, 60 1/2 to 47 1/2 on New York, and 1,015 to 810 on Paris, the fall being gradual though steady throughout the year.

PASSENGER TRAFFIC.

Although the year under the Government of Dr. Sun Yat Sen and General Chen Chiang Ming was fairly peaceful in Kwangtung, the number of passengers outward was only some 20,000 less than in 1931, which witnessed a great exodus to Hongkong. Macao traffic has been heavier, so that the actual decrease to 19,000, and from Hongkong has been only 10,000. A perusal of the table VIII, No. 2, shows the unhappy years rather clearly, viz., 1912, the year of the revolution, and 1916, a year of civil war in Canton itself. The average movement in and out by steamer is roughly about 12 million per annum. On the Yueh-Han Railway the number of passengers carried is reported as 1,250,000, and for the Canton-Samshui Railway about 31 million for the whole year. These figures are not included in Customs returns, nor traffic on the Canton-Kowloon Railway, which is estimated at over 2 million.

OPPIUM.

Since the end of March quarter 1917 no opium has been officially imported into Kwangtung, and every effort is being made to suppress smoking and prevent smuggling. Methods employed are numerous, but the most striking was seen with a consignment of 150 hams from Yunnan, in which was concealed about 140 cwt. of the prepared drug. On the 27th of August some \$100,000 worth of opium and paraphernalia was burnt on the East Parade Ground, attracting large crowds for nearly three days. It was specially interesting because the material represented largely house-to-house seizures by the local authorities. In December a branch of the International Anti-Opium Association was opened in Canton, with General Chen Chiang Ming as president and Dr. Wu Ting Fang as honorary president. The opening of hospitals where smokers might be cured of the habit was one of the plans adopted.

MISCELLANEOUS.

Municipal Affairs.—Canton has now numerous broad roads where the old city walls used to stand and about 10 omnibuses with eight trailers running continuously between the Canton-Kowloon Railway Station east and the Tai Ping Gate west, the service having been inaugurated on the 4th January. The trailers, which arrived in the autumn of 1931, are treated as third class, and a 5-cent fare for any distance is the charge, whereas it is double in the main far. Owing to the newness of the roads, traffic is confined to congested areas except by special permission. The second series of new roads has been greatly delayed owing to lack of adequate funds, the cost of maintaining these already constructed being fairly heavy. With the exception of a stretch of the old wall round the Hill of the Goddess of Mercy, the whole city is approachable by jinricksha. The old forts have been dismantled, and the former fortified quarters and gardens of the late official residences are to become a public garden. Canton has now its first park in the heart of the city, which is well designed and much frequented.

Fire.—A factor which considerably aided municipal improvements. There were, it is said, 33 fires during the year, and 893 buildings were destroyed. Two of them, within a few days of each other, in November destroyed a very large area in the congested suburb of Saikwan, the drought of the autumn having dried everything to a matchwood condition. Insurance companies suffered heavily on these counts, and several Chinese insurance companies became insolvent. The total loss to the companies is estimated at \$1,106,800.

The Canton Cement Works have been working day and night through most of the year, turning out about 15,500 casks per month. The selling price has remained fairly steady between \$3.20 and \$5.50 per cask, and the works are said to have made a profit of \$200,000. The establishment, however, is an official one and remits to the provincial authorities most of its net earnings. It is believed that the works are capable of greater effort, so that a monopoly for \$265,000 per annum is at present under serious consideration.

The Canton Waterworks Company has done very little more than in 1931, and its gross receipts are reported as only \$55,000. The number of private consumers increased by 1,500 in spite of the destructive fires, and about 30 miles of new piping have been laid down. The estimated supply of water per day is 8,000,000 gallons, but a system of water-meters is imperative, owing to waste and stealing. A new 1,000-horse-power engine arrived from England in September, but is not yet installed; the twin engine being still on the way. With this additional plant, however, a better service is anticipated.

The Min Yuen Paper Factory and the Star Leather Factory have both had a very fair year. Reforms of an economical character were introduced by the first named concern, but profits did not reach previous anticipations. The amount of business done, however, is said to have been about half a million dollars. The leather business is the more to be congratulated, as it is competing against Hongkong industry in foreign hands. The price of raw material was fortunately low, and production was not hampered in any way by local disorder, so that a very fair profit has been made. The red cow leather produced, however, is not as good as that imported from the Straits Settlements by junk for northern markets through Canton.

In weaving and knitting factories where foreign-style machinery has been used, large profits have been realised, thus gradually forcing the workers out of business, to which the high cost of cotton yarn was an added factor, resulting in shorter lengths per piece, to the detriment of the hand-workers' credit with the public. Factories using machinery are, therefore, increasing as the others decrease, and the trade has extended its connections to the Straits, where silk stockings, formerly \$10 per dozen, now sell wholesale at \$30. Consequently upon this market progress, the demand for foreign silk hosiery has decreased about 90 per cent.

Mining Industry.—Unsettled conditions locally and the prolongation of a state of civil war has not only hindered all development under this heading, but forced many of the lesser companies, full of hope when commencing, to close down. No coal at all came down from the Fu Ho Mines in Kwangsi, and production even from North River districts was very small indeed. Shipments of antimony ore fell considerably, and prices are said to have been below production cost. The limestone excavations in the Hwahsien Works in Macao harbour and the local factory.

Portage.—The Yueh-Han Railway has not added a single extra mile of track northwards during the year and still ends at Shikwan. Two weighing bridges, and a haul, however, been completed, and a wooden wharf with the necessary pontoon attached for transportation service has been satisfactorily completed. Two more such wharves are included in the estimates for the ensuing year. The earnings capacity of this line is reported to have been \$1,030,000 per month for about 75,000 tons of freight, to which must be added a sum of \$720,000 passenger receipts for the year, making its annual income something like \$14,500,000. The Canton-Samshui Railway—a short line of 30 odd miles, carrying out of all proportion to its size and service—happens to pass through the fertile lowlands west of Canton, and its passenger traffic alone turns in about \$100,000 per month. Freight collected during the year on merchandise is reported to have been \$27,000, thus making its annual income run pretty close on \$290,000, or \$41,000 per mile per year. Fortunately, it has had a year completely free from military control and, on Sun Yat Sen's orders, employs female labour extensively in its passenger departments. On the Canton-Kowloon Railway traffic is very heavy, but the cost of maintenance is higher than its actual earnings, and, running as it does through three districts, one of which, Tsongching, is noted for pirates, hold-ups occasionally occur, and night traffic is accordingly discouraged. It seems to be generally admitted that a double track, however, and greater Customs facilities at this end would be advantages. The total number of passengers carried during the year is placed at 2,511,350, bringing in as receipts the sum of \$1,114,774.20. Of this number, 1,326,810 were through passengers. About 83,000 tons of merchandise was transported, bringing freight earnings up to \$140,216.92. The line has fortunately been immune from interruptions of either a military or piratical character throughout the year. (Further particulars will be found in the Kowloon Commissioner's Trade Report.)

Parcel Post.—Three alien post offices function in Canton, viz., the Japanese, French, and British, trade through the area of which is rather extensive. Revenue from parcel post, however, is mostly through the Chinese Post Office, which shows a gain of \$8,000 for the year, excluding the surtax of \$12,000. Civil commotion considerably interrupted the transit of parcels with Kwangsi, Hunan, and Szechuan provinces, but about HK. Tls. 200,000 worth of locally embroidered foreign muslin was exported duty free to the United States and Canada. Inland traffic covered about 70,000 parcels between Fatshan and Canton, a distance of 50 miles only by train. 1,000 piculs of silk 50 pieces goods were posted, against 1,500 piculs for the previous year, and parcels inward of a similar class advanced 58 per cent. The total value of the parcel trade through the Chinese Post Office is about 2 1/2 million Haikwan taels.

DRUG SEIZURES AT SHANGHAI.

Nearly half a million taels' worth of opium and cocaine were seized by the Customs authorities from Japanese steamers entering the port from Europe during the past few days, says the N.C. Daily News. 21 piculs of opium valued at Tls. 400,000 being taken from the ste. Afrata and Katori Maru, and a case containing 250 lbs. of cocaine, worth Tls. 70,000, from another boat which arrived here on Thursday.

KRYPTOK LENSES

are the most perfect double focus glasses for both reading and distant. In the ordinary bifocal lens, the segment or part for reading is cemented to the distant lens, raising the segment above the surface of the main lens. The segment and the line of union are always more or less noticeable. In Kryptok lens, no cement is used, but the reading segment is electrically fused in a depression in the main lens, while the whole lens is ground smooth on both sides to the desired focus. Kryptok lenses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., successors to Clark & Co., Optical Prescription Specialists, located in 53, Queen's Road Central.—A. S. Y.

INTIMATIONS

MOTOR BOATS FOR SALE.

The Twin Screw Tunnel Stern Motor Launch "ENRICA"
(Built of Steel).

Length overall—56' 0".
Breadth moulded—11' 6".
Depth moulded—3' 6".
Draught moulded—18" to 19".
D. W. capacity on above draft—3 tons.
Speed—8 1/2 knots.
Engines—Twin set "Kelvin" Motors, each 30 h.p.
Installed with Electric Light.
Price \$10,000 or near offer.

The Motorboat "KEIKUNG"
(Built of Teak).

Length overall—29' 8".
Breadth—7' 3".
Draught (approximate)—19".
Engine—"Kelvin" Paraffin Motor.
Price \$1,800 or near offer.

Apply

NESTLE & ANGLO-SWISS
CONDENSED MILK CO.

11, QUEEN'S ROAD CENTRAL.

New Consignments of the well-known Vaidia's Egyptian Cigarettes arriving monthly—Crown Prince, Non Plus Ultra, and Superfines.

FOR THE LADIES—"DAMES" AND "LA FRANCE"

FOR PRICES, WHOLESALE AND RETAIL, APPLY AT THE SOLE AGENTS—

HONGKONG CIGAR STORE.
SHIPS SUPPLIED OUT OF BOND.
[1438]

OFFICE REQUISITES.

FILES, FOOLSCAP, AND ENVELOPES.

TYPEWRITER SUPPLIES.

RIBBONS AT \$1.00.

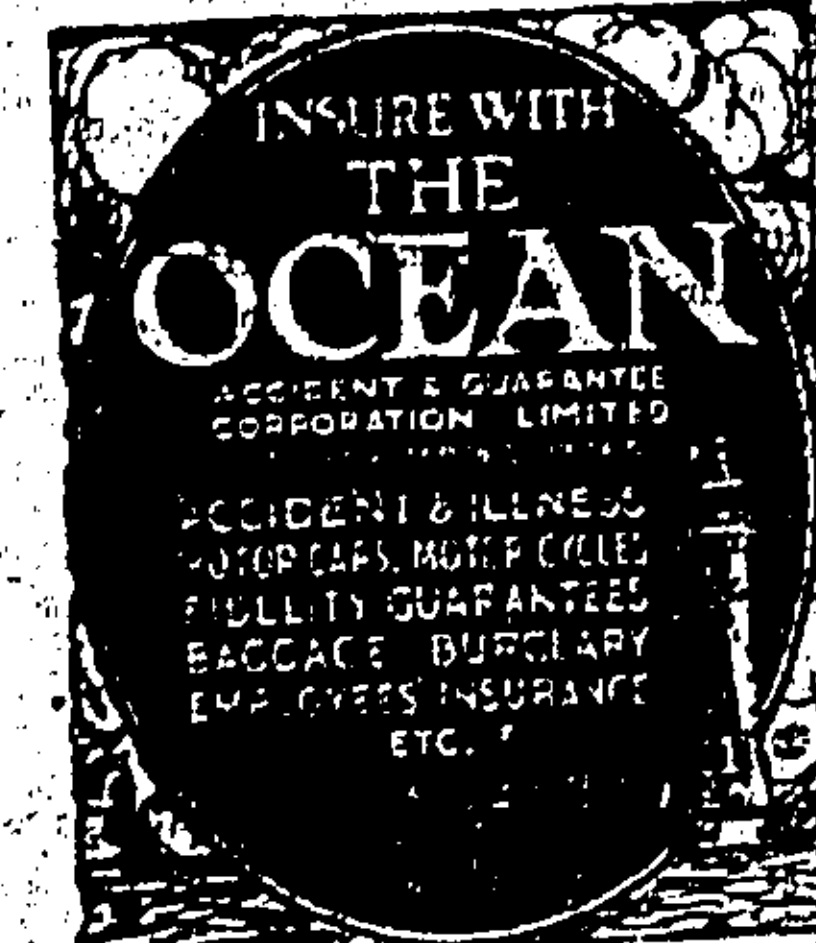
BREWER & CO.
[1349]

MRS. HAN INOKUCHI.

TELEPHONE K. 7540.
No. 21, ASHLEY ROAD, KOWLOON.
Back of STAR THEATRE.

CERTIFICATED EXPERT MASSAGE (HAND AND ELECTRIC), ALSO AT

PATIENT'S RESIDENCE BY ARRANGEMENT. [1197]



SHANGHAI OFFICE—44, PRINCE ROAD.
AGENTS for Hongkong and South China.
DODWELL & CO., LTD.
TELEPHONE C. 1030 2, QUEEN'S BLDG.

NETARZO
DR. LECLERC'S
Optical Prescription Specialists, located in 53, Queen's Road Central.—A. S. Y.

EMIGRANT'S EFFORTS TO REACH CANADA.

TWO CHINESE IN TROUBLE.

Now a Chinese emigrant managed to make a medical examination on board the Blue Funnel steamer *Talithyria*, was related at the Magistrate's yesterday afternoon, when two Chinese named Lau Pin, of the Wai On Firm of Canton and Hongkong, and Leung Ping, of the Nam Tai Shipping Agents, No. 257, Des Vaux Road Central, were charged with aiding and abetting and falsely personating one Tung Mo Tang at a medical examination on board the steamer.

The evidence was to the effect that the emigrant had been previously not allowed to depart for Victoria, British Columbia, on account of bad eyes. On this occasion he offered the second defendant, Leung Ping, the sum of \$10 to assist him. The emigrant did not undergo the examination, but when questioned by the Boarding Officer (Mr. S. P. Leigh) he produced his passage ticket, which had been punched as having passed the medical examination. The man later made certain disclosures which led to the arrest of the defendants.

Mr. R. E. A. Webster appeared for the first defendant and Mr. M. M. Watson represented the second defendant.

Tung Mo Tang, the emigrant in question, a native of Fun Yuen, said that previous to this year he had been abroad to Victoria, Vancouver Island. He returned from there about a year ago. Recently he formed the wish to go back there and he came down to Canton to make arrangements through the Wai On firm, which has a branch office in Hongkong. This happened about the 15th or 16th inst. The first defendant was a member of the Wai On firm at Canton. He brought the witness to Hongkong on the 17th inst. The witness handed over \$100 to the Wai On firm at Canton for the passage. There was nothing given to him in exchange at Canton. He was given a passage ticket in Hongkong on the 18th inst. He went on board the vessel on the morning of the 19th. Some people told him to take his luggage down below. He was on board the ship for three hours. All the time he was on the ship he was not examined by a doctor. Neither did he appear before the Boarding Officer. Whilst he was on board the second defendant took the passage ticket away from him. This was soon after he arrived. It was returned shortly afterwards by the second defendant.

The Magistrate: Was anything said to you about your passage on the 18th inst.?

The witness: The first defendant handed me a paper—a passage ticket—about 6 p.m.

Did he say anything to you?—He said: "Here is your ticket for Victoria."

Did he say anything about it?—No, I simply put it in my pocket.

Later the Magistrate asked: How did you get from your boarding house to the ship?—The first and second defendants and a number of other people went on a launch with me.

Did they say you will have to show the ticket?—No, nothing was said.

You paid \$100 in Canton. Did you pay anything in Hongkong?—I paid \$2.00 for stopping at the boarding house. This man (the second defendant) said: "One of your eyes is not good."

When did he say that?—On the morning of the 19th. I told him that they were bad. He said, although your eyes may be bad you can go. He said: "Give me \$10. I will fix it for you." I did not pay him, but I promised to do so if I was allowed to go.

You haven't paid him?—No, because I have not gone yet—(laughter.)

Now, look here, you are not being tried you have nothing to fear. I put it to you that as you have been to America you know perfectly well there was an examination on board?—When I went before, the doctor never examined my eyes.

But you were examined?—Yes.

So that it really amounts to this: You were offering this man \$10 to work your passage?—Yes.

On the ship were you told to keep quiet?—The second defendant said: "You sit down here and wait until I come back."

Did he come back to you?—No, a foreigner came up to me and said: "What are you doing here?" I told him. I was seeing someone off. The foreigner replied: "Oh! then off you go."

So that you were telling a lie?—This man (the second defendant) taught me—(laughter.) The first defendant had nothing to do with this.

Have you been turned down on account of your eyes before?—Yes. I had also been vaccinated. This was in August last on board the Blue Funnel steamer *Izora*.

Cross-examined by Mr. Webster, the witness said he was examined on that occasion by a doctor who, after examining his eyes, turned him off the ship. He then went back to the Wai On firm at Canton and told them why he had been turned back. Witness told he had been told to try again.

Mr. Webster: Did you tell them that it would be all right as the doctor had promised to treat you on the next trip on payment of \$10 gold?—No, I did not.

Since the 19th inst. were you detained?—Yes. I have been in the police cells.

The Magistrate: I see—the guest of the police.

Mr. S. P. Leigh, boarding officer for the Harbour Office, deposed that he attended the *Talithyria* for the examination of emigrants. There were 66 emigrants passed by the doctor on that occasion. After the examination the Chief Officer of the vessel remarked that he suspected one man as not having passed the examination. The man in question was pointed out and witness examined his ticket. It had been punched as having passed the medical examination. On being questioned the man said

(Continued at foot of next column.)

AFTER TWO YEARS. CRIMINAL SESSIONS MURDER TRIAL.

Evidence for the defence was concluded yesterday, at the Criminal Sessions in the case in which Mak Wa, a former Sanitary Board coolie, is indicted for the murder of a cargo coolie. The Puisne Judge (Mr. J. B. Wood) presided at the trial and the jury of seven consisted of Messrs. S. H. Dutton (foreman), F. L. Marques, F. S. Harrison, E. H. S. Summers, L. Nelson, H. Gittins and K. P. Young.

The Attorney-General (the Hon. Mr. J. H. Kemp, K.C.) conducted the Crown case and Mr. Elsieley-Zetlyn (instructed by Mr. Leo d'Abo) appeared for the defence.

The Crown case having been closed, Mr. Zetlyn submitted that there was no case to answer. The prosecution having told all they could tell the jury were asked if they thought they had heard enough, to say so now. But if they would like to hear the prisoner he would be called. A witness from Canton would also be called.

The Judge put it to the jury whether they wished to hear any further evidence or were prepared to acquit the prisoner at that stage. Before giving a decision, however, they must hear the Attorney-General.

Mr. Zetlyn: I submit, with great respect, that there is no right of the Attorney-General to address the jury.

The Judge said he thought the Attorney-General had a right of reply on Mr. Zetlyn's submission.

Mr. Zetlyn asked that his contention to the contrary be noted.

The Attorney-General: I think my friend has adopted a wrong course. He has not only submitted that there is no case, but has also indicated what his case is going to be.

Mr. Zetlyn: My defence is on record.

The Judge: You have gone beyond that. The Attorney-General is perfectly right. I am taking your submission to the jury as being that there is no case.

The Attorney-General: I do not know whether the jury quite understand the position. What the jury are asked to say is that the evidence of the Crown is so weak that it is not possible for them to convict.

The jury decided to hear the evidence and the prisoner went into the witness-box.

His witness from Canton also gave evidence and, in cross-examination, was asked by the Attorney-General if he had ceased active work, at the age of 63, was not a memorable one.

What is there to be proud of in ceasing work? rejoined the witness, sententiously: "there is nothing memorable in that."

Mr. F. A. Desdale, of Messrs. Butterfield and Swire's, was specially called by the prosecution to say that the *s.s. Lichuan*, on which the prisoner claimed to have gone to Siam, was not fitted, under the Piracy Prevention Ordinance, in May, 1920, for the carriage of Chinese passengers.

Cross-examined by Mr. Zetlyn, he could not say of his own knowledge that no passengers were by the steamer, but he thought it unlikely. He had seen a report that, at the Magistrate's on the previous day, two members of the ship's crew were charged with smuggling passengers on board, but he had never heard of such an occurrence on a "B. & S." steamer.

The Court adjourned at 4 o'clock and counsel will address the jury to-day.

COMPANY REPORT

THE DOUGLAS STEAMSHIP CO., LIMITED.

The Report of the General Managers (Messrs. Douglas LaPraik & Co.) on the thirty-ninth year's working of the Company ended 30th June, 1922, states:—

"The unsettled conditions in China during the whole of the period under review have resulted in a serious set-back to trade in the interior and consequently loss of freight to the shipping on the Coast. The hold-up of traffic generally, owing to the Seamen's Strike, caused much serious loss to all concerned, which, but for unseasonable agencies at work, could apparently have been avoided."

After paying all running expenses, Docking Charges, Premiums of Insurance, Allowances for Leave Pay and Pensions of the Floating Staff, and transferring from Reserve Fund a sum, equivalent to 10 per cent. on the value of Steamers and Properties, of \$70,000, also a sum of \$48,000 to cover Expenses incurred during the Seamen's Strike, there remains the sum of \$121,320.94, as credit of Profit and Loss Account, which, subject to the approval of the shareholders, is proposed to appropriate as follows:—

To pay a dividend of 10 per cent. (\$5 per share) \$100,000.00

To write further off the value of Company's steamers and properties 21,320.94

\$121,320.94

CONSULTING COMMITTEE.—There have been no changes in the Committee during the year, which consists of Messrs. D. G. M. Bernard, W. E. Clarke and the Hon. Mr. A. O. Lang, who retire but offer themselves for re-election.

AUDITORS.—The accounts have been audited by Hon. Mr. A. B. Lowe and Mr. H. Greenwood (the latter acting for Mr. C. Bernard Brown), Messrs. A. R. Lowe and C. Bernard Brown retire but offer themselves for re-election.

he had been examined by a doctor on the vessel. Later this emigrant expressed a wish to go ashore, stating that he did not wish to go to Canada.

At this stage the case was adjourned to Thursday afternoon next.

(Continued at foot of next column.)

CORRESPONDENCE. TURKEY AND ISLAM.

(TO THE EDITOR OF "THE HONGKONG DAILY PRESS.")

SIR,—I suppose the intention of the writer who signs himself as "An Observer" and whose letter appeared in yesterday's issue of the *Daily Press*, can be epitomised in a few words: That because the Turks are Asiatic, and above all Muslims, they should be cleared out of Europe bag and baggage. For, what does the whole rhodomontade amount to under analysis?

When one recalls to mind how a couple of years ago, the neo-crusaders, headed by the *London Times* were crying for the expulsion of the "Unspeaking Turk" from Constantinople, bag and baggage, the lucubrations of "An Observer" do not come as a surprise at all. His hostile attitude towards Turkey and Islam reveals itself when—in a perfectly Pecksniffian style, and in contradiction to historical facts, he asserts that the adoption by the Turks of the Islamic religion and their arrival in Europe were a calamity for mankind. Will "An Observer" say who it was that gave protection to the persecuted "Christians" and carefully preserved their lives and liberties throughout the centuries when Christian Europe would have simply butchered them or forced them to accept another form of Christianity? Let him remember the days of the Spanish Inquisition, when Catholics and Protestants were murdering each other all over Europe and the Inquisition was making "Christians" converts on the rack, and it will be clear to him whether "the adoption by the Turks of the Islamic religion and their arrival on the coasts of the Mediterranean and the Balkan Peninsula" were a calamity, or a blessing for mankind.

Now a European would be wrong in thinking that Muslims, specially Indian Muslims, championed Turkey during the war in the same spirit and for the same reasons that a multitude of Europeans championed Greece, i.e., because that country happens to profess the same religion as themselves. The Muslim championed Turkey in her claims to political independence because the claims were just, and they were opposed to England because England had broken every promise that she had made to them to obtain their help during the war. In the light of all those broken promises they saw and saw very clearly, that the war had been waged against the thing they valued and loved most—the power of Islam—the living witness to that great ideal of democracy which has not yet delivered its whole message to mankind. Consider for a moment what the help of Muslims meant. India shed her bluest of blue blood and Indian Muslims fought against their own co-religionists; and, as accepted by the Premier, it was chiefly by the assistance of the Indian Muslim soldiers that Turkey was defeated in the late war. Venizelos may have rendered "undeniable services to France and Britain," but the plain fact is that the cowardly Greeks who played the jackal to the Allies during the war refused to fight for them. That England should look more to the Muslims than anybody else was quite natural and was just the thing her self-respect and honour demanded of her to do.

"An Observer" forgets that the whole trouble which assumed such dangerous dimensions, arose out of the occupation by the Greek Army of the Sanjak of Smyrna and the vilayet of Aidin. Venizelos misrepresented to the Allies that the safety of the "Christian minorities" in those places was threatened and so got permission from the Supreme Council of the Allies to occupy them immediately afterwards the Greek Army indulged in its game of murder and rapine. An Inter-Allied Commission of Enquiry was appointed which investigated into the whole affair and in a scathing report condemned the Greeks for the horrible atrocities committed in the Meander Valley. The Commission also proved beyond the shadow of a doubt that the "Allegations" on which Venizelos obtained leave were false and that the safety of the "Christian minorities" had not been menaced. When a mere occupation of these places, pending definite settlements, resulted in such horrible crimes just imagine, Mr. Editor, what would have been the consequences had not the Turks driven away these Greek land-grabbers from the Turkish homelands, or had Mr. Lloyd George, rightly or wrongly, set the Greeks against the Turks?

From the very beginning the view-point of the Turks was simple and logical. They said: "We surrendered to you, Allies, upon certain definite understandings at the Armistice one of which was that the strategic points in our country would be garrisoned by the Allied troops. By Allied troops we naturally meant troops of Great Britain, France and Italy—civilised troops. We had not the slightest idea that the Greeks who murder women and torture children and consider it a religious duty to kill Muslims would be let loose on one of our most fertile and best governed provinces. If you wanted our land, you Allies, why did you not come yourselves and occupy it?" But for reasons best known to them, the Allies turned a deaf ear to all the entreaties of the Turks, the while the Greek Army continued its advance right into the heart of Turkish homelands and was at one time reported within fifty miles of Angora. This was a mad adventure on the part of the Greeks—perhaps the maddest in modern military history. It was like fighting the lion in his den. In the battle of Sakaria they received a severe set back, but not deterred by this, they persisted in their wild career and the result was that they were completely beaten to their knees. If the Greeks have been sacrificed without the destruction of the Turks, and pray

(Continued at foot of next column.)

TWO MORE HIGHWAY ROBBERIES.

FOOTPADS ON ROWEN ROAD.

At dusk on Monday evening, a Chinese student of Queen's College, named Lao Sing, was attacked in Bowen Road by three men. The footpads were sitting on a bridge near the Wanchai Gap. As Lao approached one of the men came up and said they wished to search him for arms. He said that he had none, whereupon this man seized him from behind and the other two rushed forward and caught hold of his arms. A gold wristlet watch, worth \$35 was stolen from his wrist, whilst \$8 was taken from his pocket. The robbers disappeared in the gloom going Eastward.

EUROPEAN ATTACKED IN A RICKSHA.

A ship's officer, named Mr. Hjalman Tuerson, described as a Norwegian and living at the Seamen's Institute, was robbed whilst riding in a ricksha on Monday night. On leaving the Hongkong Hotel the officer hired a ricksha to convey him to the Institute. The ricksha puller proceeded in the opposite direction and when at Water Street, near West Point, dropped the shafts, simultaneously three men appeared from a side street. Mr. Tuerson was pinned in the ricksha whilst one of the men went through his pockets. They stole a pocket-book containing \$9 in notes, his Captain's certificate and a number of testimonials. Having rifled his pockets the highway men, with the aid of the ricksha puller, dragged the officer from the ricksha and threw him into the road. The men then disappeared taking the ricksha with them.

SWIFT PUNISHMENT FOR A SNATCHER.

A man who was arrested at 2.30 o'clock yesterday morning for snatching was sentenced on his way to prison shortly after 10 a.m., the Magistrate (Mr. Hamilton) ordering the snatcher, against whom the charge had been clearly proved, to be sent to gaol for six weeks with hard labour.

The snatching incident happened in Pedder Street. Capt. Patton, of the *s.s. Glymont*, was walking down the street, and, when near the Post Office, a Chinese intentionally collided with him and snatched his gold-mounted fountain pen. He immediately gave chase and caught the culprit. Detective Sergeant Neil, who was close by, arrested the man, marched him to the Police Station and within half an hour of the incident the man was in the Court dock awaiting trial.

SPORT.

INTERPORT CRICKET.

THE SHANGHAI TEAM.

The following have been selected to represent Shanghai in the Interport match at Hongkong in November:—

G. M. Billings, H. B. Ollerdesen, C. Brook, W. C. G. Clifford, M. Divecha, Dr. W. F. O'Hara, D. W. Leach, D. M. Lees, T. W. R. Wilson, R. J. Tiffin.

There are two places yet to be filled. The team, which may possibly be strengthened by later inclusions, compares very favourably with former teams which have left Shanghai and should give a good account of itself.—*N.C. Daily News*.

note this destruction of the Turks is the key-note of the writer's contentions, they have to thank the lust of power and the greed of grabbing other people's territory of their scheming politicians, and not, as he complacently suggests, because Great Britain was "holding her purse-strings tight."

"An Observer's" gratuitous reference to the Holy Koran and the teachings of the Arabian Prophet, besides betraying the inborn hostility of the writer towards the Muslims and a woeful lack of knowledge of their religion, constitutes a shameless calumny against Islam which decency, if not prudence, should have prevented him from uttering. It would be a sheer waste of time were I to propound Islam to "An Observer," and hence I consider it below my dignity to take any further notice of it. The Ethiopian will change his skin and the leopard his spots but people like "An Observer" will not change their attitude towards Turkey and Islam.

As regards his suggestion that because Turkey has now been allowed "to flourish" there should be an alliance between the three states of Great Britain, France and Italy, in order to safeguard the European civilisation from the threat of the Turks, it is outside my province to say whether the proposal is feasible or otherwise, but in this connection I should like to reiterate, Mr. Editor, a necessity a logical necessity with all the emphasis at my command. It is this: that Britain carries a preponderating weight in the civilised councils of the world and looking to the interests of her vast Eastern Dominions no time could be more opportune for her than the present psychological moment to be friendly towards Turkey and the millions of her Muslim population all over the Empire. If this is brought about England, which leads the world in modern civilisation, with the whole Islamic world behind her, will hold a sway sufficiently powerful for the maintenance of "peace" not only in Europe but the whole world. Muslims look forward to such a happy consummation. Amen.

Thanking you in anticipation for the acreachment upon your valuable space—Yours truly,

F. Z. ABBASY.

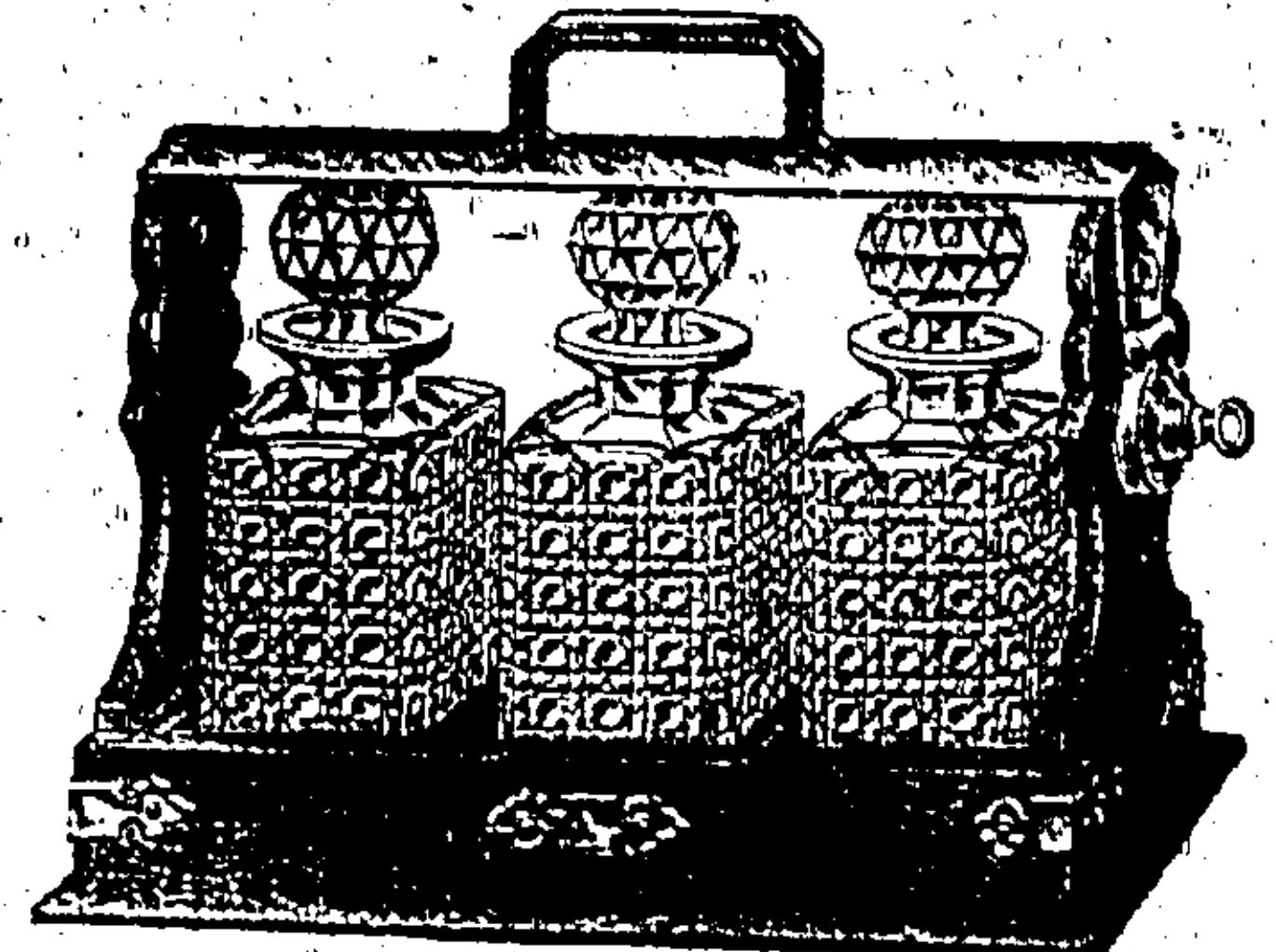
Hongkong, 26th September, 1922.

QUALITY GIFTS.

CALL AND INSPECT

MAPPIN & WEBB'S

NEW DESIGNS.



STERLING SILVER

AND

"PRINCE'S PLATE."

1st FLOOR.

LANE, CRAWFORD, LTD.

SODA FOUNTAIN

CAFÉ WISEMAN.

SUNDAES, PUNCHES,

ICE CREAM SODAS.

ALL FLAVOURS

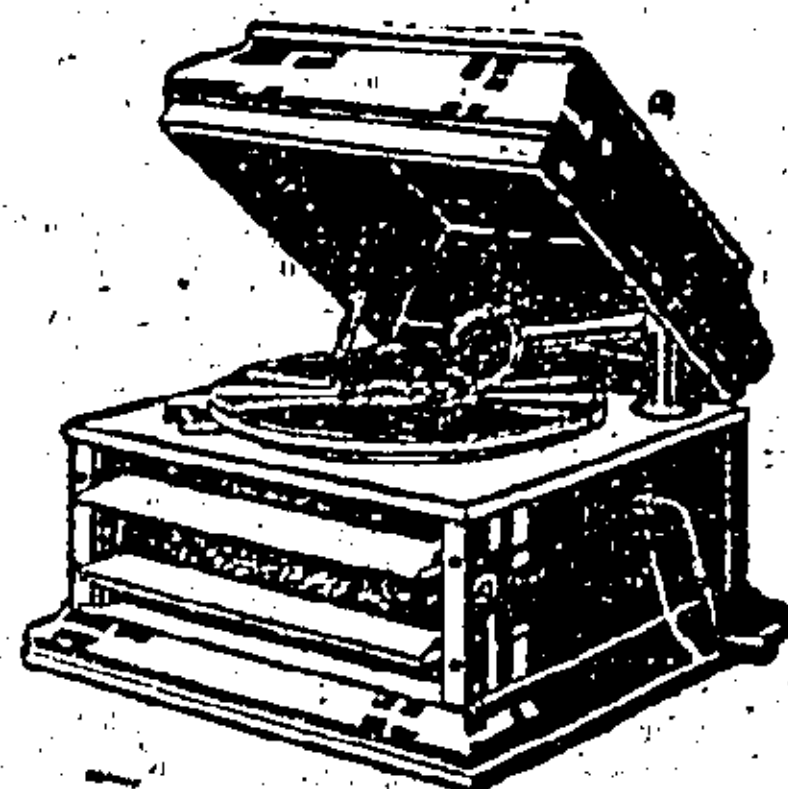
BEST SERVICE.

HIGH QUALITY.

LOW PRICES.

LANE, CRAWFORD, LTD.

COLUMBIA GRAFONOLA



\$135.00

LESS 10% DISC.

FOR CASH.

\$135.00

LESS 10% DISC.

FOR CASH.

TRIPLE SPRING MOTOR

ANDERSON'S.

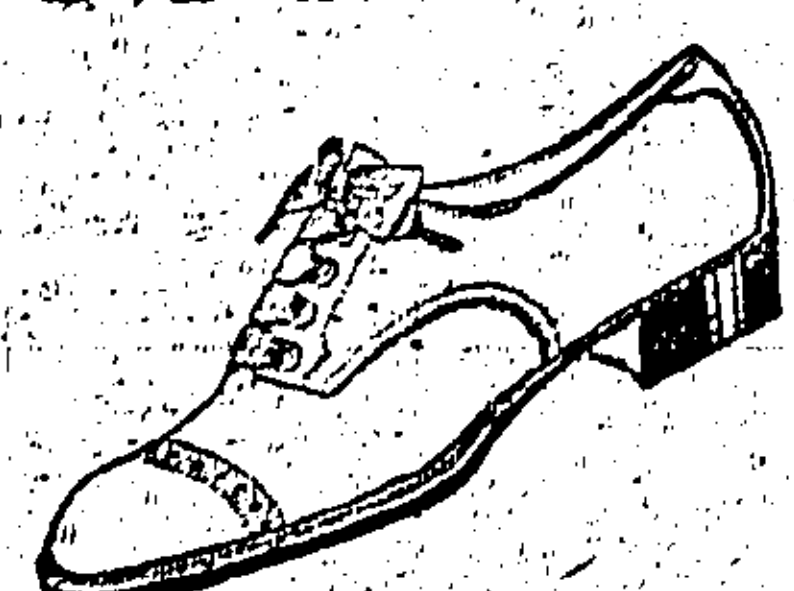
Powell

TELEPHONE C. 3146.

FOR VALUE

IN GENTLEMEN'S

FOOTWEAR.



In the "SAXONE" and "KELTIC" Brands of Footwear we are offering without question the Finest Value obtainable. SHOES \$18.50. BOOTS and BROGUE SHOES \$21.50. Stocked in Half Sizes and all Fittings.

If you have not received one send for illustrated Catalogue.

NEW ADVERTISEMENTS

HONGKONG FOOTBALL CLUB

THE 35TH ANNUAL GENERAL MEETING OF MEMBERS will be held in the office of Messrs. JARDINE, MATHESON & Co., Ltd. (Top Floor) by kind permission, on WEDNESDAY, 4th OCTOBER, 1922, at 5.45 P.M.

H. C. MACNAMARA,
Hon. Secretary.

REMOVAL NOTICE

ON and after September 30th next our Office will be REMOVED to the First Floor of the Aston House, Queen's Road Central, where we will be glad to welcome both Old and New Clients.

P. P. NORTHWEST TRADING CO., LTD.,
A. MORLEY HENDER, Director.

NOW IN HONGKONG FOR A SHORT TIME ONLY.

MADAME ISIS

CELEBRATED ENGLISH PALMIST AND CRYSTAL GAZER.

MADAME ISIS can be consulted on all business, financial and domestic affairs, which are all treated with the strictest confidence.

MADAME ISIS has just with the greatest of success in her first week, as many satisfied clients of this talented lady will testify.

MADAME ISIS is making a World Tour and is only staying in Hongkong for a short time.

MADAME ISIS has had over twenty years' experience in her Art and has read the lives of many famous men and practically all the ruling Princes in India, where she spent the last five years in this Profession.

Hours of Consultation—9.30 to 1 and 3.30 to 6.00 daily, including Sunday.

Fees—Study and Lecture by the lines of the hand, \$7.50.

Study and Lecture by her Celebrated Method of Crystal Gazing, \$10.00.

Palmists and Crystal Gazers the World over follow in her footsteps and freely acknowledge her leadership.

Room No. 103,
KING EDWARD HOTEL.

"OLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA, PORT SAID & STRAITS.

THE Motor Vessel

"GLENOGLE"

Having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 29th Sept., 1922, at 5 p.m., will be subject to rent.

All broken, damaged and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 29th Sept., 1922, at 10 A.M. Claims against the steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 23rd September, 1922.

NEEDHAM GUNS.

A "Hand Made" Gun of British Manufacture.

THE CHALLENGER.

DOUBLE BARREL, 12 BORE SHOT GUN.
Model No. 1.....\$10.10.0
Model No. 2.....12.10.0
Ejector Model No. 3.....16.10.0

Sportmen are cordially invited to inspect of Sample Model on show at

THE HONGKONG SPORTING ARMS AND AMMUNITION STORE.

5 & 6, Broadfield Arcade.

J. V. NEEDHAM, BIRMINGHAM.

(Proprietors: W. W. GREENER, LTD.)

THE CORONET.

TO-DAY ONLY.

LAST OF THE MOHICANS.

KOWLOON THEATRE.

MARRIED LIFE.

(NOT A WAR PICTURE)

INTIMATIONS

NOTICE.

MR. J. C. BARRETTO having RESIGNED his authority to sign on behalf of this Company ceases from DATE.

THE UNION TRADING CO., LTD.
Hongkong, 25th September, 1922.

PEAK HOSPITAL.

WANTED. Fully Qualified MATRON for PEAK HOSPITAL from 1st January, 1923.

Applications should be addressed to the Undersecretary before October 10th, 1922, and should be supported by recommendations from two Medical Practitioners in China or Hongkong.

By Order,
D. K. BLAIR,
Secretary & Treasurer,
PEAK HOSPITAL COMMITTEE.
Hongkong, 19th September, 1922.

PEAK HOSPITAL.

WANTED, in March 1923, three Fully Qualified NURSES for the PEAK HOSPITAL.

Apply stating Qualifications and Particulars of Experience to the Undersecretary.

By Order,
D. K. BLAIR,
Secretary & Treasurer,
PEAK HOSPITAL COMMITTEE.
Hongkong, 19th September, 1922.

THE HONGKONG JOCKEY CLUB.

THE FOURTH GYMKHANA is fixed for SATURDAY, OCTOBER 14TH, 1922. Draft Programmes and Entry Forms may be obtained at Race Course, Hongkong Club and Causeway Bay Stables.

Entries close Saturday, 30th September.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that the SHARE REGISTER and TRANSFER BOOKS OF THE COMPANY, will be CLOSED from the 2nd to the 9th OCTOBER, 1922, both days inclusive.

Warrants for the INTERIM DIVIDEND can be obtained at the Office of the Company, 2, Queen's Buildings, Hongkong, on and after the 11th OCTOBER next.

By order of the Board,
R. M. DYER,
Chief Manager.
Hongkong, 18th September, 1922.

S.S. "TUNGSHING."

STRANDED IN SVATOW HARBOUR.

MESSRS. JARDINE, MATHESON & CO., LTD., General Managers, INDO-CHINA STEAM NAVIGATION CO., LTD., Hongkong, are prepared to receive TENDERS for the temporary repair, floating, and delivery of the above steamer her stores, apparel and tackle, afloat in the Harbour of Swatow, in a condition for proceeding to Hongkong.

Permits for inspection of vessel as she now lies, will be issued on application to the above.

PARTICULARS

VALUABLE LEASEHOLD PROPERTY

No. 13, WING HING STREET, VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagees

By

PUBLIC AUCTION.

IN ONE LOT

On

MONDAY,

The 2nd Day of Oct., 1922, at 3 o'clock P.M.

Messrs. LAMBERT BROTHERS

At their Office, DUNDRELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground, situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2168 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street, and Secondly ALL THAT step of land at the rear of the said Section A of Inland Lot No. 2168 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from

Messrs. HASTINGS & HASTINGS, Solicitors,
8, Des Voeux Road Central,
and
Messrs. LAMBERT BROTHERS, Auctioneers.

J. B. LAL.

THE ABLE INDIAN PHYSICIAN.

FROM SINGAPORE.

is now ready to receive anyone who wishes to consult him on the following diseases, viz. Cold, Catarrh, Headache, Hemorrhoids, Ears, Giddiness, Toothache, Rinning of the Nose, Neuralgia, etc., etc.

GUARANTEES TO CURE

the above diseases in less than

TWO MINUTES.

"I can cure all kinds of Eye diseases as well as other sicknesses and guarantee to cure radically."

\$1,000 REWARD.

A Reward of \$1,000 (one thousand) will be paid to any person who is able to cure the above mentioned diseases within 2 minutes, providing he does not make use of my medicine.

The medicine is my own preparation.

Consulting charge ... \$3.00

Visiting Fee ... 6.00

Consulting hours 9 A.M. to 12 Noon.

3 P.M. to 6 P.M.

J. B. LAL.

40 KING EDWARD HOTEL,

Room No. 48.

INTIMATIONS

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING will be held in the Pavilion on FRIDAY, 6th OCTOBER, 1922, at 5.30 P.M.

NOTICE IS HEREBY GIVEN that on FRIDAY, the 6th DAY OF OCTOBER, 1922, immediately after the holding of the GENERAL MEETING, a Drawing for the Redemption of Eighty (80) Debentures will be held.

The numbers of the Debentures drawn will be published in the Hongkong Government Gazette, and the local Newspapers, and holders of Drawn Debentures may, upon giving notice to the Treasurers valuing the 6 months' notice to which they are entitled, apply on the 31st October, 1922, to the Treasurers, MESSRS. FRANK SMITH, SMITH & FLEMING, for payment of the principal and interest to the 31st October, 1922.

By order of the Committee,
E. J. R. MITCHELL,
Hon. Secretary.

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SIXTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on THURSDAY, 12th DAY OF OCTOBER, 1922, at 11.00 A.M. for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1922.

THE TRANSFER BOOKS of the Company will be CLOSED from 1st to 12th October, 1922, both days inclusive.

By Order,
M. MANUK,
Secretary.

25th September, 1922.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER

"MANTUA"

Arrived Hongkong on 22nd September, 1922.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, ADEN, BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out, Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 A.M. on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 23rd September, 1922.

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 1 storied brick and concrete building suitable for office and godown.

Further details apply.

W. O. HUMPHREYS & Co.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for

Boxes QV, RF, RU, RW, TH, TU.

WANTED.—Young Married Russian Lady, good family, desires a kind of employment. Has some knowledge of sewing, 2 years' experience as Red Cross Nurse. Speaks English. Reply to Box Y.B., c/o Daily Press Office.

HAIRNETS, Try Our Quality, unsurpassed. Handmade from Foreign prepared human hair, sterilized. Caps net \$2.00, Fringe net \$3.50 per dozen. Postage free. Any colour. Communicate Tel. 4306 or P.O. Box 484.

TO LET.—New Building in Jordan Road, Kowloon, 1st Floor—3 Rooms, Ground Floor—2 Rooms. For particulars apply to Messrs. Koon Tai & Co., 24, Des Voeux Road, Central.

TO BE LET.—Godown—Spacious Two storied Godown, situated on the Fringe near Bowring Canal and containing approximately 5,000 square feet on each floor. To be let to the end of the year.—Apply Z. office of this paper.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December, 1921.

With Index, Price \$7.50.

On sale at the Hongkong Daily Press.

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1921.

Revised by the Members.

PRICE \$5.

DAILY PRESS OFFICE.

INTIMATION

Burnett's

celebrated

London Dry Gin

unique in character and flavour.

Gives that distinctive excellence to a Cocktail.

Bleeds excellently with Watson's Stone Ginger Beer.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

Wine & Spirit Merchants.

PHONE CENTRAL 616.

BIRTHS.

FISHER.—At Shanghai, on September 20th, to Mr. and Mrs. L. E. FISHER, a daughter.

GLASS.—At Shanghai, on September 21st, to Mr. and Mrs. C. W. GLASS, a daughter.

SPURR.—At Shanghai, on September 21st, to Mr. and Mrs. R. SPURR, a daughter, still-born.

XAVIER.—At Shanghai, on September 20th, to Mr. and Mrs. J. F. XAVIER, a son.

DEATH.

SAYLE.—At Shanghai, on September 22nd, ARTHUR LESLIE, the beloved youngest son of Mr. and Mrs. T. SAYLE, aged 14 months.

HONGKONG OFFICE: 10A, DES VOEUX RD., C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press

HONGKONG, SEPTEMBER 27TH, 1922.

FAILURE OF THE RUSSO-JAPANESE CONFERENCE.

A cable from Peking announces that the Conference which has been in progress at Changchun (Manchuria) between Russian and Japanese delegates has "broken down." The object of this Conference in the words of the principal Russian delegate was "the conclusion of a Trade Agreement and the establishment of friendly relations between Japan and the Far Eastern Republic of common good-neighbourly mutual relations based upon the Dairen, Draft Agreement; (b) the solving of various questions pertaining to the Russian Far East, with the Russian Socialist Federal Soviet Republic." Like the recent conference at Dairen between Japanese delegates and representatives of the Far Eastern Republic, this Conference at Changchun has proved abortive. Apparently, so far as the first object of the conference is concerned, considerable progress had been made towards an agreement. A serious hitch occurred when the Russian delegates demanded the Japanese evacuation of the northern half of the island of Sakhalien. Japan in her official announcement has

made it clear that she intends to occupy that territory until a settlement has been effected, regarded as the massacre by the Russians of the Japanese community at Nikolayevsk. These questions, it appears, were not included in the agenda of the Conference, but were sprung by the Russians as a surprise to the Japanese. The Japanese Press appears to think that there is something sinister on the part of the Russians in raising that question, as there appears to have been some prior understanding that after the agreement had been reached for which the Conference was expressly called, Japan would discuss with the Russian delegations this question of the evacuation of Northern Sakhalien (if Russia offered satisfactory guarantees for a settlement of the Nikolayevsk question). The Japanese Press does not omit to point out that while the Russians are demanding that the Japanese shall evacuate Northern Sakhalien, they themselves remain in occupation of Urgan. That question, however, is clearly outside the scope of the discussions between the Japanese and Russians, but, as we indicated a day or two ago, it is certain to be the very first question to be raised in any discussions that may take place later between the Russian Envoy and the Chinese Government.

These negotiations have incidentally done something towards getting a clearer idea of the relations between the Far Eastern Republic (which was represented on its formation as a buffer State) and the Russian Socialist Federal Soviet Republic. M. Jorje, the Envoy from Moscow, has taken the trouble to explain to representatives of the Japanese and American Press. "If reference is to be made to juridical mutual relations," said M. Jorje, "these mutual relations are based upon a whole series of agreements—generally of an allied character, which agreements at the same time do not dispossess the Far Eastern Republic of the character of an independent and sovereign Government. Should, however, the question be considered from the viewpoint of nationalities and so to speak—from the ideological viewpoint, the Far Eastern Republic does not represent a separate national Government (a Government of a separate nation), as was the case with other Republics established on the territory of the former Russian Empire on the basis of self-determination and expression of the will of the people in the areas concerned." The people inhabiting the Russian Socialist Federal Soviet Republic and those inhabiting the Far Eastern Republic are of the same nationality but they belong to two separate countries for historic and political reasons. In spite of the existence of the Far Eastern Republic as a separate country and regardless of the existence of treaty relations between it and the Russian Socialist Federal Soviet Republic, the peoples of the two Republics are alive to their complete national unity." In short the Far Eastern Republic is dominated by the Government at Moscow, and both Japan and China are keeping that important fact well in mind in their dealings with the Far Eastern Republic. M. Jorje is likely to return to Moscow with no better rewards than M. Youpin carried with him to China some months ago after a long stay in Peking and a prolonged conference with the Japanese at Dairen.

The annual general meeting of the Hongkong Football Club is called for Wednesday next October 4th.

The Shanghai Mixed Court during the month of August, 118 persons were charged with opium offences.

The death has occurred at Tientsin of Mr. N. Adair of the well-known engineering firm of Adair, Graham & Co. Deceased, who was 47 years of age, followed his profession as engineer at sea for some years, and was in the employ of the China Merchants on the China Coast about a quarter of a century ago. He was in Tientsin during the Boxer outbreak. Subsequently he was for several years manager of the Tientsin Ironworks, afterwards joining K. Liddell & Co. About eight years ago he went into business on his own with Mr. George Graham as partner, the firm building up excellent connections. Deceased, who was a native of Stranraer, Scotland, leaves a widow and three grown-up children.

A Peking telegram states that Dr. C. C. Wu will shortly come to Peking, from Hongkong, to discuss reunification with the new Cabinet.

Madame Isis, "a celebrated English palmist and crystal gazer," who is making a world tour and is at present in Hongkong, has an announcement among today's advertisements.

"Nil returns" have been a feature of the notifiable diseases statistics during the last few days. Last week there was only one case of plague, Enteric fever patients numbered six, one being British. Two people died from influenza. The form also states that three dogs were found to be suffering from rabies during the period between August 23rd and September 12th.

The engagement is announced of Mr. H. H. Lennox of Messrs. Jardine, Matheson & Co., Ltd., Peking, and Miss Doreen Bandham, only daughter of Mr. and Mrs. F. C. Banham of Shanghai.

According to the Yomiuri, Mme. Anna Pavlova, the celebrated Russian dancer, is learning Japanese dancing from Mr. Koshiro Matsumoto, of the Imperial Theatre, Tokyo. The latter is one of the best known actors and is also a skilful stage dancer.

Sir Beilby Alston, the British Minister, at Peking is undergoing the ordeal of farewell entertainments. His Excellency was entertained to a farewell dinner by the Waichiaopu (Foreign Office) last week, and among numerous other entertainments that have been arranged is a dinner by the Anglo-Chinese Society.

Mr. Edward Bell, head of the Public Department at Washington, formerly First Secretary and Charge d'Affaires at Tokio and Counsellor of Embassy in London during the war, will arrive in Peking at the end of November to replace Mr. Ruddock, Counsellor of Embassy at the American Legation, who will then go on leave for a year.

A Presidential mandate recently issued says:—"Mr. Tang Shao-yi being one of the outstanding figures of the Republic and possessing the confidence of the people, I, as President, desired to rely upon him to bring about reunification and nominated him as Premier, urging him to come to Peking. As Mr. Tang has not replied and it is necessary to fill the Premiership forthwith, Mr. Tang Shao-yi is now relieved of his duties as Premier."

We have received a copy of the "Annuaire de Macao 1922," a volume of over 400 pages. The work is illustrated by many photographic reproductions, a number of which show the progress which is being made with the improvement of the harbour. A map of Macao and the adjacent territories indicates the projected improvements under the contract which has just been let to a Dutch firm. The "Annuaire" includes a directory of the firms and the electoral lists of Macao.

The Northwest Trading Co., Ltd., who for upwards of five years have formerly offices in the Union Building, formerly known as Hotel Mansions, in common with many others in this building have been forced to seek other quarters owing to the increased space needed by the Union Insurance Society of Canton, who are moving into this building. The Northwest Trading Co. are, therefore, removing at the end of this month to the first floor of the Astor House Building.

The Hon. Kan Hung-ung, the Minister of Communications, is using the managing-editor of the Chinese Associated Press, in the "International Mixed Court of Shanghai, on charge of criminal libel. Plaintiff alleges that by certain articles distributed and caused to be published by the Chinese Associated Press, he has lost considerable prestige amongst the public and amongst government officials. He assesses this loss of prestige at Tls. 50,000. The Court fixed the bail for the release of the defendant at Tls. 20,000. This action is a result of newspaper articles to the effect that, while formerly in government service, the Hon. Kan Hung-ung had misappropriated certain funds.

"The rest of the business is purely formal," announced the Head of the Sanitary Department, yesterday, after the meeting of the Sanitary Board had been in progress for about five minutes. The business already transacted had been also "purely formal"—or, at any rate, simply dull, and related, needless to say, to the usual topic of water-carriage methods. Members present were: Mr. C. R. Sayer (Chairman), the Director of Public Works (the Hon. Mr. T. L. Perkins), the Secretary for Chinese Affairs (the Hon. Mr. E. R. Hallifax), the Hon. Mr. Chow Shou-son, Dr. G. D. Black, Mr. C. G. Alabaster, K.C., and the Medical Officer of Health (Dr. W. W. Pearce).

The death has occurred at Tientsin of Mr. N. Adair of the well-known engineering firm of Adair, Graham & Co. Deceased, who was 47 years of age, followed his profession as engineer at sea for some years, and was in the employ of the China Merchants on the China Coast about a quarter of a century ago. He was in Tientsin during the Boxer outbreak. Subsequently he was for several years manager of the Tientsin Ironworks, afterwards joining K. Liddell & Co. About eight years ago he went into business on his own with Mr. George Graham as partner, the firm building up excellent connections. Deceased, who was a native of Stranraer, Scotland, leaves a widow and three grown-up children.

TYPHOON WARNING

The telegrams quoted below were received from the Manila Observatory, by the American Consulate-General, Hongkong, at 9.15 a.m. yesterday:

1. Typhoon in about 138deg Long E.

15deg Lat. N., direction unknown.

2. Cyclone or typhoon E. of the North-

ern Visayas or South-eastern Luzon,

direction unknown.

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

NEAR EASTERN SITUATION.
KEMALIST ATTITUDE STILL
DOUBTFUL.

LONDON, September 25th.

The Kemalists' attitude as regards the Allied Note is still doubtful, but most messages from Constantinople point to the belief that they will insist on the right to fortify the approaches to Constantinople in any settlement.

CIVILIAN EXODUS FROM
CONSTANTINOPLE.

CONSTANTINOPLE, September 25th.

Lady Harrington and the wives of six senior officers have departed. The remaining officers' wives leave to-day, in accordance with standing War Office orders.

Many journalists and ten thousand Greeks are frantically applying for passports.

BATTLESHIP SCRAPPING HELD UP.

WASHINGTON, September 25th.

The Secretary of the Navy, Mr. Denby, announces that no battleships will be scrapped until France and Italy have ratified the Naval Treaty. It is felt that the Near East situation might lead some signatories to change their plans regarding scrapping.

PREPARATIONS FOR RETENTION OF
EAST THRACE.

ATHENS, September 25th.

In addition to military preparations to retain East Thrace, it has been apparently decided in principle to utilise M. Venizelos on the diplomatic side.

NEW GOVERNMENT FORMING AT
CONSTANTINOPLE.

EXPEDITED DEPOSITION OF THE SULTAN.

LONDON, September 25th.

The *Daily News* Constantinople correspondent says that the Grand Vizier, Minister of Foreign Affairs and the Minister of the Interior have resigned, indicating the formation of a Nationalist Government and the deposition of the Sultan whose probable successor will be the Crown Prince who is popular with the Nationalists.

EARLIER CABLES.

TURKISH CAVALRY IN NEUTRAL
ZONE.

LONDON, September 25th.

The entry of Kemalists cavalry into the neutral zone is officially confirmed in London, where it is stated that the Turks numbered eleven hundred. They advanced in the direction of Chanak, believing that the British had withdrawn. They retired from the zone immediately, however, when informed that the British were still in Chanak.

KEMALIST AND BRITISH COMMANDERS
ON FRIENDLY TERMS.

LATER.

The meeting between General Shuttleworth and the commander of the Kemalists detachment which entered the neutral zone was of the friendliest. The latter immediately agreed to withdraw from the zone, declaring that the Kemalists did not desire to go to war with the British Empire.

CONSTANTINOPLE GOVERNMENT
OFFER TO RESIGN.

CONSTANTINOPLE, September 25th.

It is reported that the Grand Vizier has notified Ankara that the Constantinople Government is prepared to resign, in order not to embarrass the Kemalists. [The Constantinople administration is the Turkish Government *de jure*; the Kemalists, calling themselves the Nationalists, are the Government *de facto*.]

TURKS RE-ENTER NEUTRAL ZONE.

CONSTANTINOPLE, September 25th.

Turkish cavalry, provided with machine-guns, re-entered the neutral zone at Chanak. General Harrington instructed the Ankara representative to request Kemal Pasha to order the withdrawal, and will allow a reasonable time for the communication to reach the Turkish commander, after which the consequences will devolve upon the hands of the Kemalists if they persist in their defiance.

General Harrington controls aeroplanes which can be used for coercive measures, although at present it is considered that the Turks will not push matters to extremes. The French High Commissioner is endeavouring to influence Kemal towards peace.

TURKISH REQUEST FOR MORE
TIME.

LONDON, September 25th.

A message from Constantinople at 11 p.m. to-day says the Ankara representative states that inasmuch as Erenkuy was occupied before the receipt of the Allied Note, the Turkish Commander requests longer than forty-eight hours in order to consult his superiors.

(Continued at foot of 2nd column.)

LATEST CABLES.

REDUCTION IN PRICE OF
COTTON GOODS.

ANNOUNCEMENT BY MESSRS.

HORROCKS.

LONDON, September 25th.

Messrs. Horrocks announce a reduction in the price of cotton goods ranging from 2 1/2 per cent. to 5 per cent. This reduction will be made notwithstanding the stated uncertainty as regards the supply of raw cotton.

OIL COMPANIES AND THE
SOVIETS.

COMBATING BOLSHEVIST

MACHINATIONS.

LONDON, September 25th.

The Royal Dutch, The Standard, The Shell and Nobel Oil Companies have agreed to pursue a common policy in their relations with the Soviet and thus prevent the latter from playing off one against another in future negotiations.

FRENCH SEAMEN'S STRIKE.

ARRANGEMENTS MADE FOR FAR
EASTERN MAILS AND PARCELS.

MARSEILLES, September 25th.

About forty steamers are now held up by the Seamen's strike. The French Government have arranged with the British-Indian and Peninsular Lines to convey parcels and mails to the Far East and Australia.

The monopoly is confining North African and Corsican traffic to French ships and have suspended American steamers preparing to transport passengers thither.

STRIKE EXTENDING TO OTHER
INDUSTRIES.

PARIS, September 25th.

At a meeting of Paris workers belonging to the General Labour Federation, it was resolved to support the seamen.

The railwaymen are striking against the abolition of the eight-hour day.

EARLIER CABLES.

EIGHT THOUSAND PASSENGERS
HELD UP.

LONDON, September 25th.

Eight thousand passengers, mostly for North Africa, are held up at Marseilles owing to a strike of seamen against the abolition of the eight-hour day.

BOMBAY STEEL WORKERS'
STRIKE.

BOMBAY, September 25th.

It is reported that 20,000 men are affected by the strike at the Tata Steel Works.

BRITISH MOBILE COLUMN READY
FOR EVENTUALITIES.

The Turkish cavalry is estimated at two thousand sabres. A British mobile column has taken up a position halfway to Erekey ready for eventualities.

BRITAIN'S CONTRIBUTION TO
RELIEF OF REFUGEES.

GENEVA, September 25th.

The Assembly of the League of Nations resolved to ask the Governments represented to contribute to the relief of the Greek and Armenian refugees from Smyrna after a speech from Lord Balfour intimating that Britain was giving £50,000.

Dr. Nansen and M. Ador announced that the Russian Relief Organisation and the International Red Cross Committee respectively were taking steps to relieve the refugees.

L.O.N. WILL TAKE PEACE
MEASURES.

GENEVA, September 25th.

The Assembly adopted the Drafting Committee's resolution mentioned in the message of the 22nd inst. expressing confidence in the Council without in any way interfering with negotiations in connection with the projected Near East conference. The Assembly will take any measures that are opportune and justified by the state of the negotiations in order to meet the unanimous wish of the Assembly for a prompt return to peace.

SOUTH AFRICA'S REPLY TO
BRITAIN'S APPEAL.

PRETORIA, September 25th.

The Government's reply to Britain's appeal for support in the Near East opines that the position has altered materially for the better, and that there is no longer need of active intervention by South Africa, but declares that the latter favours maintenance of the freedom of the Straits under the League of Nations.

FAR EASTERN CABLE
NEWS.

(THROUGH REUTER'S AGENCY.)

POSSIBLE SUSPENSION OF MAILS
IN THE PHILIPPINES.OWING TO EXHAUSTED
APPROPRIATION.

MANILA, September 25th.

According to a statement by Mr. Topacio, Director of Posts, unless the Emergency Board immediately grants \$50,000 to the Bureau of Posts Transportation, foreign and domestic mails throughout the Philippines will be suspended.

Mr. Topacio says the appropriation is exhausted and the Governor-General has instructed Government officials not to incur overdrafts.

BREAK DOWN OF RUSSO-JAPANESE
CONFERENCE.

CHANGCHUN, September 25th.

The Russo-Japanese Conference has broken down.

EARLIER CABLES.

INDIA'S FISCAL SYSTEM.

PREFERENCE TO BRITISH PRO-
DUCTS WOULD INVOLVE

BIG BURDEN.

LONDON, September 25th.

The report of the Fiscal Commission appointed last year by the Government of India recommends the adoption of a policy of protection, to be applied with discrimination. It says any general system of preference to British products would involve a serious burden which it would not be reasonable for India to shoulder, while the possibilities of an advantage to India from preferences granted to her exports would be limited, but India may be in a position in certain cases to grant preferences which would assist British industries and not cause any appreciable economic loss to India.

Any preferences granted to the United Kingdom should be a free gift, while as regards other parts of the Empire the principle of reciprocity should be followed.

LEAGUE OF NATIONS
COUNCIL.ASSEMBLY AGREES TO SIX
MEMBERS.

GENEVA, September 25th.

The Assembly of the League of Nations, with one dissentient, namely M. Louvain (Netherlands) passed the Council's proposal for an increase in the number of non-permanent members of the Council from four to six, on the ground that the widening was necessary in order to secure representation of different political groups and civilisations. M. Stryckens (Netherlands) contended that the increase would destroy the equilibrium and was contrary to Article IV. of the Covenant.

THE WHITE SLAVE TRAFFIC.

FOREIGN WOMEN TO BE EXCLUDED
FROM LICENSED HOUSES.

GENEVA, September 25th.

The Assembly of the League of Nations passed a resolution declaring that, as the system of State regulation existing in many countries was thought in many quarters to encourage traffic in women, the advisory committee should be asked by the Council to consider whether, pending abolition of the system, it could be agreed that no foreign woman be employed or carry on the profession of prostitute in any licensed house.

U.S. BASEBALL CHAMPIONS.

NEW YORK WINS NATIONAL
LEAGUE.

NEW YORK, September 25th.

New York has won the National Baseball League Championship, by defeating St. Louis by 5 to 4.

SIKI OFFERED MATCH WITH
WILLS.

NEW YORK, September 25th.

An American boxing promoter has offered "Batling" Siki offering a purse of \$150,000 for a fifteen-round bout between Siki and the American negro heavyweight, Wills, on October 12th.

THE PARIS RECEIPTS.

PARIS, September 25th.

The receipts at the Carpentier-Siki fight totalled 450,000 francs.

GERMAN BONDS FOR
BELGIUM.

PARIS, September 25th.

Germany has handed over bonds for 47,000,000 gold marks maturing February, 1933, and for 40,000,000 maturing March, 1933, payable to Belgium's order through the Bank of England and guaranteed by the Reichsbank.

BATHING ACCIDENT AT
RUSHCUTTERS.LUCKY RESCUE BY CHINESE
LIFEBOAT ATTENDANT.

Shortly after 6 o'clock this evening an

accident occurred at Rushcutters beach, which, but for the prompt action of a Chinese lifeboat attendant would likely have been of a serious nature.

Not long after the arrival of the Ferry launch, a European walked into the water with the intention of bathing. Before he had been many moments in the water, the lifeboat attendant noticed that he was in difficulties and, with commendable promptitude threw him a lifebelt. Unfortunately the aim was over true, the lifebelt striking him on the face, inflicting a nasty gash.

Seeing that the danger of a fatality was not past, the attendant pluckily jumped over board and succeeded in rescuing the bather in an exhausted condition. After restorative measures had been applied, he was able to proceed to his home.

THE "EGYPT" DISASTER.

LONDON PRESS COMMENT ON THE
FINDING.

The general tenor of newspaper comment on the finding of the Court of Enquiry into the loss of the *Egypt* indicates a degree of sympathy with Captain Collyer. It emphasises the manifold cares of a captain confronted with an accident in a dense fog, the nature of which he is ignorant. They also stress that the vessel listed thirty degrees within eight minutes.

The *Times* attributes laxity in the observance of the rules to the false sense of security induced by the previous lack of accidents. The papers principally blame the neglect of boat-drill, on which point the *Daily News* thinks the public will not tolerate another such calamity without demanding a bigger scapegoat than a Master Mariner.

The *Westminster Gazette* is glad the Court pronounced moderately and fairly on the behaviour of the lascars and rejoices that the evidence did not support the earlier sensational charges. It says that the enquiry showed lascars make excellent sailors on ships working in the tropics, if they are properly led, but on this occasion they were not properly led.

The *Toll Mail Gazette* emphatically endorses the findings and thinks that it is evident that the P. & O. Company's system of protection of passengers requires drastic revision. Boat-drill ought to be sacred.

The *Star* dwells upon the report that non-maritime Indians are at present engaged on board ships. It thinks that public opinion will be right in demanding an attempt to get a complete and honest answer by an impartial commission to the question whether the existing sources of supply of lascars to passenger liners are consistent with the safety of passengers. The *Manchester Guardian* remarks that all avoidable and therefore censurable part of the tragedy springs from an old temptation to let emergency look after itself. Referring to the lascars the paper says there is no reason to suppose that the men were at fault, rather there was failure of system.

Writing in the *Evening Standard*, Mr. Cuthbert Laws, General Manager, Shipping Federation, pleads the case in favour of the employment of lascars in the Eastern trade and says that owners do not save money thereby because a large number must be employed to do the same work but that there is a gain in efficiency. He emphasises that the lascars are British subjects and hereditary seamen and right men if properly led. No one need hesitate to go to sea because a ship is manned by lascars. Mr. Laws suggests that the lascar is objected to in some quarters because though a good seaman he is a bad trade unionist.

GERMANY BUYING OLD
BRITISH SHIPS.

CASH PAYMENTS IN LONDON.

Germany now appears to be a principal buyer of old British tonnage (says *The Times*). She has lately been in the market for both cargo steamers and passenger liners. The best-known passenger vessels which she has just bought are the *Union-Castle* liner *Umbriel* of 7,500 tons gross, built by the Fairfield Company in 1898; the *Natal* liner *Umbriel*, of 2,200 tons, built by W. Gray & Co. Limited, in 1890; and the *Cunard* liner *Royal George*, of 11,100 tons, built by the Fairfield Company in 1907.

Earlier purchases included the *Ostia*, of 1,700 tons, one of the two fast P. & O. liners which maintained an express service between Brindisi and Egypt; the *Leyland* liner *Domitio*, of 6,900 tons, built by Harland and Wolff in 1894; and the *Pacific Steam Navigation Company's* *Orcovaldo*, of 4,800 tons, built by C. S. Swan & Hunter, Limited, in 1896. Some old cargo steamers have also been bought.

In some cases the contracts are known to have contained a clause providing that the ships should be broken up, and it is suggested in shipping circles that in all sales of the kind such a clause should be inserted.

Before the war Holland was a large buyer of old tonnage for breaking-up purposes, but the best offers are now reported to emanate from Germany. As a rule, there has appeared to be no difficulty about payment, in spite of the fall in the exchange value of the mark. Payment has been made in cash in London. According to one report current in shipping quarters usually well informed, American interests have been behind some of the German buying.

Material extracted from old tonnage may be converted into fresh metal, while large ship-plates are sometimes cut down and used for smaller vessels.

FLOTSAM AND JETSAM.

EX-KAISER'S CHATEAU IN ALSACE.

The *Times* correspondent at Paris says the Chateau of Burville, formerly the residence of the ex-Kaiser, near Metz, has been converted into a holiday home for French war orphans.

WEIGHT AFTER MEALS.

It has been seriously asserted by many people that we are naturally lighter after a meal, and they have even gone the length of explaining this by the amount of gas that is developed from the food. Average observations, however, show that we lose 3lb. 6oz. between night and morning; that we gain 1lb. 12oz. by breakfast; that we again lose about 14oz. before lunch; that lunch puts on an average of 1lb.; that we again lose during the afternoon an average of 10oz.; but that an ordinary dinner to healthy persons adds 3lb. 2oz. to their weight.

FRENCH PREMIER'S SAFETY IN
ENGLAND.

In view of reports from the Continent that a conspiracy is afoot against M. Poincare, Scotland Yard took extraordinary precautions to guard him during his stay in London. His bodyguard numbered 150, the majority of whom were clustered round Claridge's Hotel where he stayed. M. Poincare's comings and goings were kept singularly quiet, and no particular motor-car was assigned to him when he went out in order to avoid his identification by possible wrongdoers. The police carefully watched Soho and other foreign haunts with the intent to pick up information concerning any plot.

RAINSTORMS OVER ENGLAND.

Early last month rainstorms of almost tropical ferocity swept over England, particularly the Midlands and North. The rain was extraordinarily heavy at Nottingham, where 3 1/2 inches fell in 24 hours. Many Leicestershire and Derbyshire villages were submerged, only the tombstones being visible in one churchyard. The deluge was in many cases accompanied by a gale and this flattened the wheat crops as though a giant roller had passed over them. Considerable losses have been incurred and the persistence of the downpour prevented the resumption of work after the holidays in the Tyne shipyards. A whirlwind at Slough also caused damage. Many shops were flooded in Sheffield and the neighbouring town of Rotherham was temporarily cut off.

BRITAIN'S SURPLUS POPULATION.

The Lobby correspondent of the *Daily Mail* says the country is faced with a likelihood of a million unemployed in the winter. The Cabinet committee on unemployment is seeking avenues of relief and is convinced that there is a surplus of population in Great Britain. The number is only reducible, he says, by emigration. Provision for a more extensive development of work in the Dominions is a necessary precedent to emigrating. It may be possible to extend trade facilities. In order to encourage this proposal the Government may be empowered to give guarantees of interest on approved capital issues for work in the Dominions. This proposal may probably be adopted with the provision that the work should be begun in a given time.

BRITON'S TAXATION BUREAU.

The British Treasury has issued a statement showing the amount of taxation per head in the principal European countries, the United States, Australia and South Africa. It shows taxation per head in the United Kingdom during the current year was over £17; in the United States, \$8.8 dollars; France, 516.6 francs; Germany, 924.5 marks, excluding the Forced Loan which is to yield 70 milliards of marks or 1,167 marks per head. In Australia and South Africa last year it was £2.5 and £2.5, respectively.

If foreign currencies were converted into sterling current rates the following approximate results would be obtained for the current year:—United States, 146s. 6d.; France, 192s.; Germany, 13s. But these results cannot be regarded as satisfactory indices of the burden of taxation in the different countries because the purchasing power of the currencies internally differ from the external.

THE WORLD'S BIGGEST WIRELESS
STATION.

The biggest wireless station in the world—at St. Asisi, near Melun, 27 miles S.E.E. of Paris—was opened for traffic recently. It has 17 masts, each 800 feet high. At present only one transmitting plant out of four is in operation; the others will be available in a few weeks, and St. Asisi will then be nearly four times as powerful as the biggest wireless station in the world, and 35 times as powerful as the Eiffel Tower. It will be able to send out five or six messages simultaneously, and to transmit at the rate of 500 to 600 words a minute. Messages sent out experimentally have already been received in China and the Argentine. The first official message was one of greeting from M. Millerand, President of the French Republic, to President Harding.

MARSEILLES TO LONDON BY AIR.

A bi-weekly air service from London to Marseilles was to be opened by the C.M.A. Air Lines on August 7th. The entire flight from London to the Mediterranean is accomplished in one day, the scheduled flying time for the 700 miles air journey being only 7 1/2 hours. Stops are made at Paris and Lyons, and meals will be arranged while in flight or during the halts. Giant twin-engine Farman Goliath air expresses, each with accommodation for fourteen passengers, leave the London Air Station, Croydon, at eight a.m. each Monday and Friday, Paris being reached each Monday and Friday, Paris being reached each Monday and Friday.

(Continued at foot of next column.)

JAPANESE ARMY REDUCTION.

NEARLY 60,000 DISCHARGED.

The Japanese War Department took the first step in the work of the reduction of the army last month with the disbandment of 400 officers from the rank of lieutenant-general to major and 60,000 men. By August, 1934, 2,200 officers will be discharged with allowances equal to the years' pay.

Colonel Nishihara, the secretary to the War Minister, discussing the subject, said:—

I, myself, and twenty-two lieutenant-generals were dismissed the service yesterday. Although the retiring allowances are subject to the approval of the Diet, the Department is acting independently in regard to the dismissals. The annual pay of a general is 3,000 to 5,000 yen (£300 to £500) and that of a private is yen (30s.). The compensation will involve an initial expenditure of 20,000,000 yen (£2,000,000). Yesterday three field artillery brigades of a strength of four thousand were formally demobilized. The total reductions in terms of efficiency are the equivalent of five divisions.

Discussing the general effects of the reduction and public opinion upon them, Colonel Nishihara said the War Department was responsible for the national defence, and could not view with indifference anything which might weaken at the present time the national strength.

He observed that it took seventeen years for a division to be placed upon a footing of efficiency.

Discussing the lighter effects of the reduction—i.e., the abolition of noon-guns and military bands—he thought that Japan was the only country in the world where a noon-gun was fired, and it was quite time that the municipalities undertook to provide correct time at the street corners. The Japanese were now so competent in rendering foreign music that the military bands which first introduced such music could easily be dispensed with.

Questioned with regard to Siberia, Colonel Nishihara said the troops of the first zone in the neighbourhood of the Northern and Maritime Provinces would be withdrawn at the beginning of September, and the withdrawal would continue until it was completed, regardless of *pourparlers* now in progress in Tokyo and Chita with the object of convening a second Dairen Conference.

Japan was aiming to secure a commercial understanding, and also protection for six thousand Japanese resident in Siberia after the withdrawal. The general situation in Siberia is the cause of no little concern. Now that the day was cast, it was realized that within two months the Siberians would be left unprotected against their own people. An American military observer who was recently in Siberia describes the conditions of the people as pitiful. They are now isolated, and when the last Japanese troops leave Vladivostok they will be the prey of party passions.

WARSHIPS TO BE "SCRAPPED".

A preliminary Navy "scrapping" programme has been announced according to which the various warships will be transferred, after the removal of their turrets, to different yards to be scrapped. After the preparatory operations, which affect, among others, the *Atsuta*, *Satsuma*, *Katori*, *Kashima*, *Kurama*, and *Izumi* are completed, the vessels will wait till the Washington Naval Treaty comes into operation.

The *Atsuta* and *Satsuma* are battleships launched in 1907 and 1908, respectively. They are just under 20,000 tons displacement. The *Katori* and *Kashima*, built in England in 1905, are battleships of 16,400 tons. The *Kurama* and *Izumi* are battle-cruisers of 14,630 and 13,750 tons, respectively.

"THE LAST OF THE MOHICANS."

Just as Fenimore Cooper's story of the Mohican prince without a kingdom is remembered from boyhood as a tale of tales, so Maurice Tourneur's film version of it, which is being shown at the Coronet just for to-day, stands out as a classic among photoplays. It is a great film of a great story, and those who remember Maurice Tourneur's work in "Treasure Island" will be able to picture for themselves what he has made of "The Last of the Mohicans." The story is too well known to need repetition; it is a sweet love tale with a fund of humour and pathos, thrill and excitement that makes it an intensely human history. The cast chosen by Mr. Tourneur is a very fine one and the scenic backgrounds are exquisite in their rugged beauty.

At 10.30 a.m. A halt of 1 hour 15 min. is made at Paris, and a second stop of 25 min. is scheduled at Lyons at 2.45 p.m. Marseilles being reached at 5.10 p.m. The return service from Marseilles commences at nine a.m. each Tuesday and Saturday, London, being reached at 8.30 p.m. the same evening. The through fare has been fixed at £17. 17s. A connection between Lyons and Genoa is to be opened at an early date.

WHO INVENTED SPECTACLES?

Who invented spectacles? These aids to vision appear to have come into use about the fourteenth century. The earliest reference to them is in the work of Bernard Gordon, Professor of Montpellier, who speaks of a collyrium, devised by him, which allowed a person to read without spectacles. In 1569 Guy de Chauliac, in his treatise on Surgery, refers to the use of the lenses. The invention of spectacles is sometimes attributed to Roger Bacon who died in 1225. Further research, however, has shown that in 1115 Savino degli Armati, a Florentine, was the first who worked glass into the form of a lens. For him, therefore, may justly be claimed the honour of having invented spectacles. He died in Florence in 1317, and was buried in the Church of Santa Maria Maggiore. On his tombstone is a Latin inscription of which the following is a translation: "Here lies Savino degli Armati, of Florence, inventor of spectacles. May God forgive his sins."

NAPIER JOHNSTONE'S

'N. J. CLUB' SCOTCH

The "Peg"
pre-eminent
since
1745



OBTAINABLE FROM
LANE, CRAWFORD, LTD.
AND ALL WINE MERCHANTS

This pure old Whisky has had, since 1745, a great reputation amongst connoisseurs for its mellow flavour, and still maintains a world-wide identical quality.



Health Must Come First

What with life's worries, heat fatigue, and trying climatic conditions, these times defy the strongest constitution. The man or woman who thinks to "keep on" or "keep fit" without the extra strength and nerve force that Hall's Wine gives, must sooner or later come to grief. Hall's Wine, the great British Tonic for Health and Strength, is the prescription of a member of the Royal College of Surgeons, London, England, it is so sure and so economical a safeguard that you should have it by you always. For over a quarter of a century it has held the confidence of medical men throughout Great Britain.

Hall's Wine

THE SUPREME TONIC RESTORATIVE

A doctor writes:— "Hall's Wine is a tonic which is of the highest value, it induces refreshing sleep."
Another doctor says:— "Hall's Wine is a tonic which is of the highest value, it induces refreshing sleep."
A lady says:— "Hall's Wine has made me feel better than I have ever felt in my life."

Hall's Wine is obtainable from all first-class Chemists and Wine Merchants, and Wing On Co. Ltd., and Sincere Co. Ltd.

Sole Proprietors: STEPHEN SMITH & CO. LTD., 20, LONDON, ENGLAND

WAYGOOD-OTIS LIFTS

For particulars and quotations apply to

The Sole Agents—**DODWELL & CO., LTD**

MACHINERY DEPARTMENT

TELEPHONE C. 1030.

PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT, ISABEL RAMSAY.]

Paris, August 24th.
Paris, that is the Paris of gaiety and elegance, the Paris of smartly-dressed women and dandified men is a thing of the past. This Paris ceased to exist from the time the Grand Prix came and, by an inviolable law of tradition, compelled all those who aspire to be classed under the heading of "Society" to leave the gay capital forthwith. Paris is now a thing of empty streets and rows of houses with blank facades of shuttered windows, whilst the people who once crowded every inch of these same streets and houses have thronged to mountain and seaside.

The most noted of all these is Deauville. This world-famed resort attracts thousands every year during the brief six weeks or so of its season—not, let it be understood, because of the exceptional facilities offered for bathing by its splendid beach or the bracing quality of its sea air, but because Deauville has the most magnificent Casino in France, because its race-course, polo ground and tennis courts are all the most perfect specimens of their kind to be found collected together at one given spot, and because all the Smart Set world and his wife go to Deauville, not to mention foreign potentates, that one can breathe the same air as and gaze unreservedly on as they hand over large rolls of notes at the racetrack tables or sip their morning aperitif at the potiniere—the open-air cafe behind the Casino which is as famous as the Cafe de la Paix itself. These are the main reasons why Deauville attracts people from all parts of the world during August and September, and why the elegance and gaiety of Paris is to be found encompassed within the radius lying between Deauville plage and Deauville railway station at this time of the year.

Two royal visitors have already graced Deauville by their presence—the King of Spain and the Shah of Persia. Those on whom the responsibility of Deauville's success sits heavily are fondly hoping the Prince of Wales will cross over in time for the big polo matches, at the same time as they are preparing for the arrival, already announced, of the King of the Belgians and the King of Roumania.

Clothes are of paramount importance to the women who spend their Summer at Deauville, the majority of whom seem to pass their time changing from one set to another. For morning wear, organdie frocks in bright shades, foulards and white dresses of all kinds seem to be the rage, and the Potiniere is a gay sight indeed when the "green hour," the hour of the morning aperitif, comes round. The one dominating colour of all is yellow—not pale yellow or maize yellow or some other subdued tint of this particular colour, but bright unadorned yellow of the most vivid shades known to the dyer. Organdie dresses in this colour are seen by the hundreds, worn with big yellow picture-hat to match. The skirts of these are much longer than they have ever been, and they are also as full and billowing as though there were a crinoline concealed beneath their folds; they are cut very low with a boat-shaped neck, and of sleeves there is not a trace. The sleeveless dress is a strange innovation to have asserted itself for day wear, seeing that women who adopt it are bound to reap ugly sun-burned arms as a result. However, this does not seem to have deterred them from wearing in the day-time muslin and organdie dresses far lower in cut than would have been permitted in a ball-room some years ago. One woman summed up the situation and evidently decided to make a virtue out of necessity, by encouraging her face, neck and arms to tan a deep walnut colour, and adopting a style of dress and coiffure so thoroughly Eastern in type that the inexperienced would inevitably mistake her for a Gingualee or Burmese beauty. Thus, in the day time, she is able to wear low-cut, sleeveless frocks with impunity, and in the evening she appears at the Casino with hair oiled and drawn tightly back from the forehead, huge single-stone diamond drop ear-rings, and clinging draperies of rich materials as a dress. Other women who have not been ingenious enough to think of such a solution of the difficulty, or daring enough to carry it out if they had, appear with tanned necks and arms in the day-time and all the top part of their body covered up in the evening under a mass of stage white and powder.

After yellow, comes mauve in popularity. Pale shades of this colour, more the mauve with the suggestion of pink in it than the one with the blue strain, are to be seen making delightful splashes of colour with yellow, white and a sprinkling of other shades for a foil. Hats of same shade and in the same material are worn with these mauve frocks, or else big "capelines" in ivory or biscuit-coloured straw, trimmed with something that has a touch of mauve in it. Fanciful scarves tied round the crown of a hat, merely with a peak in front and a knot that is tucked away at the back, are tremendously popular. Again, some of the Younger Set do away with hats altogether and just tie one of these scarves round their head—more as a decoration than a covering, of course.

Another original note about the dressing in the day-time at Deauville is the absence of stockings. This is not essentially a new idea, as the same thing has been seen at fashionable beaches before, but it certainly is an innovation if one takes into consideration the enormous percentage of women who now only wear stockings in the evening when they are at the sea-side. Such a fashion is ideal for women with slim, well-shaped legs, but for all the others it is fatal. White shoes, of course, are almost de rigueur at such a place, and the effect when worn on pretty stocking-less feet is charming, enough to tempt those who would be wiser if they covered theirs well up. I even saw some women wearing white kid sandals on their bare feet, but

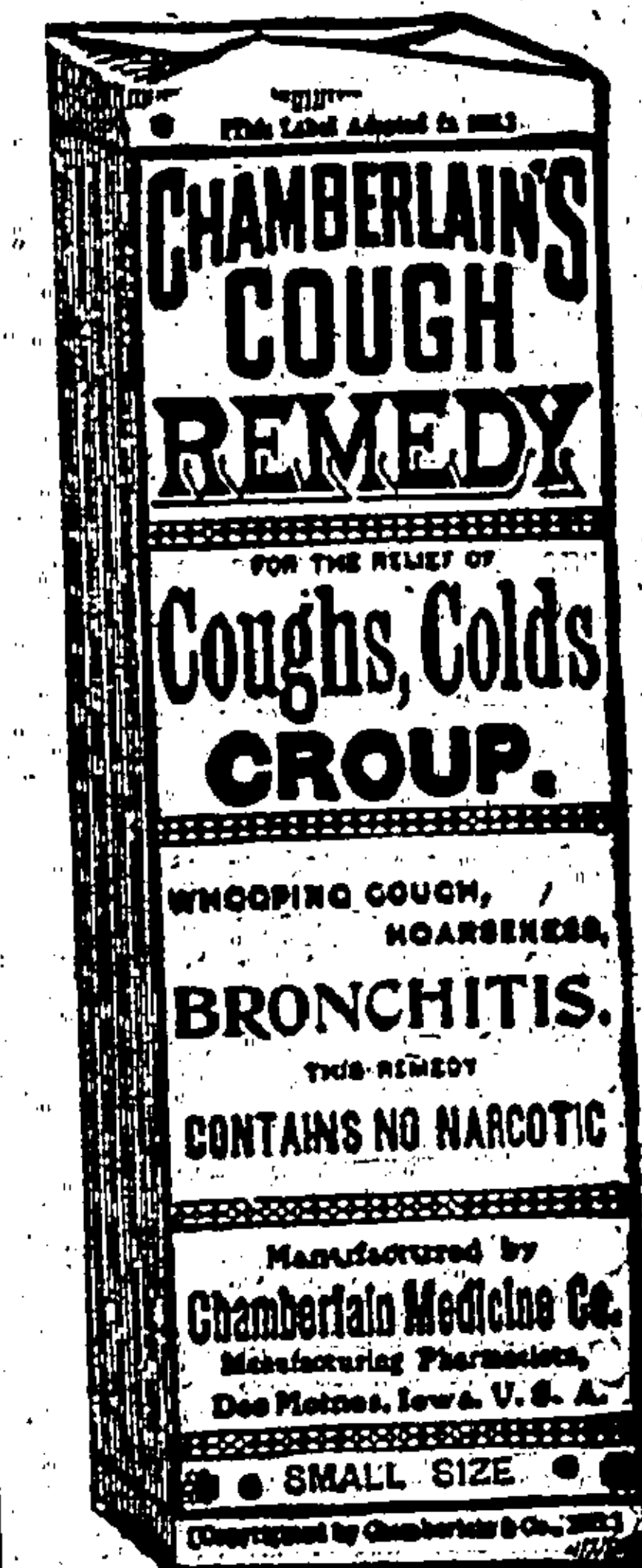
(Continued at foot of next column.)

5 Reasons Why PARIS GARTERS

are recognized as the standard in men's garters by discriminating and well-dressed men throughout the whole world.
1. Being tailored to fit the leg, they are secure and wholly comfortable at all times.
2. Their rubber cushion clasps, an exclusive feature of Paris garters, hold the hose between rubber and rubber—securely and with no chance to tear even the sheestest silk hose.
3. Their trimmings are rust-proof—cannot be corroded by perspiration.
4. Only the best quality of live elastic—uniformly excellent and rigidly tested for long service—enters into them.
5. Paris Garters are made in every detail to merit and retain their reputation for supremacy in value, comfort and service.

AT ALL HABERDASHERS
Accept No Substitute
Last One Design the Genuine
A. STEIN & COMPANY
Makers—Chicago, U. S. A.

Distributors:
Hutley & Phipps (Asia), Ltd.
Hong Kong



the majority preferred the dainty high-heeled shoe their Parisian shoe-makers had made for them. For the guidance of those contemplating following the example of their sisters at Deauville, let them remember to remove all trace of hairs first of all by the use of a depilatory powder and then carefully powder their legs from knee to toes with a fine flesh-coloured powder, having rubbed on a non-greasy powder beforehand so that this will cream off for a maximum period. Having taken all these precautions, they can set forth, knowing they are following in the foot-steps of the women who lead the fashions of the world—and economising in silk stockings at the same time.

Another custom which seems to be de rigueur as well as the wearing of white shoes at Deauville, is that of carrying a cane. Some of these were wonderful affairs, made of rare woods and finished with gold and jewelled tops, but the majority carried by the multitude were made of rough, knotted wood and finished with a top of plaited leather, and a loop for the wrist to pass through. Some were quite long, like the alpenstocks of Switzerland, whilst others were just the normal length, but all were alike in that they were very slender. In fact, a woman who went to Deauville with a bright yellow organdie dress and hat, a pair of white shoes and a cane, could pride herself on being in the height of fashion ruling this season at this famous Normandy plage.

To make up for the presence of so many canes, there was almost a total absence of sunshades. Even those who went about with a scarf round their head instead of round their hat, dispensed with this much of a covering and paraded with a cane instead.

Another absence, quite as conspicuous was that of sweaters. Strangely enough there were so few of these that the sight of one was in itself something to remark. Even women wearing white shirts, added, instead of the traditional sweater, an underslip of some kind and a short hip coat, and instead of being in bright colours as the sweater would undoubtedly have been, these coats were invariably in white or a mixture of black and white.

Next week, I shall write of the evening gowns and cloaks worn at the Casino in the evening, and of the toilettes to be seen at the polo and race courses.

WORLD THEATRE

Hongkong's Most Modern and Coolest Picture Palace

TUESDAY, 26th and WEDNESDAY, 27th.
FOR TWO DAYS ONLY
at 5.15 P.M. and 9.15 P.M.

BEATRIZ MICHELENA. in HEART OF JUNITA

In which a Dance Hall Girl Fights against Odds for Love.

2.30 & 7.15 p.m.

EILEEN SEDGWICK in "THE GREAT RADIUM MYSTERY."
Episodes, 14 & 15.

USUAL PRICES. BOOKING AT THE THEATRE.

Safety First !!

the Slogan of the Motorist.

DRAGON MOTOR CAR Co, LTD.

Offer for your Consideration seven "safety first" reasons why you should store your Car with them.

NEW REINFORCED CONCRETE GARAGE
COMMODIOUS STORAGE FACILITIES
PERFECTLY EQUIPPED REPAIR SHOP
EXPERIENCED MECHANICS
CAREFUL EUROPEAN SUPERVISION
HONEST WORKMANSHIP
NO SUBSTITUTION OF PARTS

Dragon Motor Car Co., Ltd.,

HONGKONG and KOWLOON.

Phones: Head Office, C. 482 & 3552; Service Station, C. 3950.

W. S. BAILEY & Co., LTD.

SHIPBUILDERS, MARINE AND
LAND ENGINEERS.

Motor Craft, Lighters, Barges, River
Steamers, Tugs, oil or steam driven.

TELEPHONES—Works K. 21. Manager K. 633.

STEAM LAUNCH FOR SALE.

REMOVAL NOTICE.

HAVE REMOVED TO

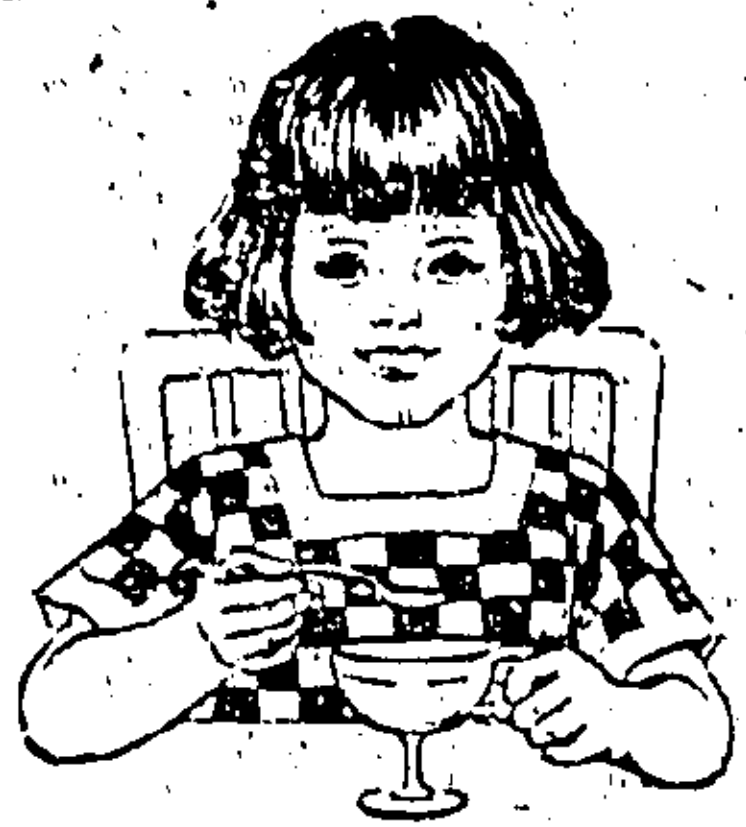
No. 16, Des Vœux Rd., C.,
(Between Our Former Premises and Blue Bird's)

On display New Stock of
MANILA HEMP HATS
SWATOW DRAWN WORKS,
EMBROIDERIES and LACES.

SWATOW DRAWN WORK CO.,

Phone No. 2860.

P. O. Box 448.



High
food value.

Due regard to
food values is
essential to health
and consequent
contentment.

A delicious custard made with good, sweet
milk and the delicately flavoured

Brown & Polson's Custard Powder

is agreeable and nourishing. It adequately
replaces cream as an accompaniment to
stewed or tinned fruits.

Made in Scotland of the best ingredients
only, by Brown & Polson, Ltd., the firm with
over 65 years' reputation for excellence.
Packed in tins, each containing 1-lb. net.

As reliable as
Brown & Polson's Corn Flour.



NESTLE'S PURE THICK CREAM

IS
REAL CREAM.

Delicious
with
Stewed, Bottled,
or
Tinned Fruits.



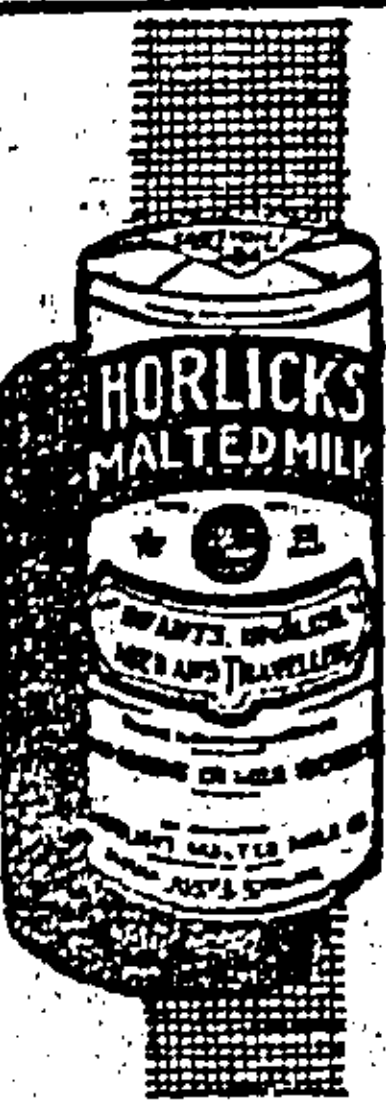
Used for
Ices,
Meringues,
and
All Made Creams.

PACKED IN THREE SIZES.

4 ozs. 35 cents per tin.
8 1/2 " 45 " " "
11 " 80 " " "

SOLD BY ALL STORES
in

HONGKONG, CANTON & COAST PORTS.



Build up those organs upon which
your constitution depends.
HORLICK'S MALTED MILK,
the invigorating FOOD-DRINK,
helps Nature to revitalize the
whole system. Malted Barley,
Wheat and Milk in concentrated
form. Needs no cooking, simply
add a little water, hot or cold.

Of all Chemists and Stores

HORLICK'S MALTED MILK

HORLICK'S MALTED MILK CO.
SLOUGH, BUCKS, ENGLAND.

WALLACE FARLEY, L., THE BUDD, SHANGHAI.

"PHILIPS"

A PHILIPS LAMP
IS A PERMANENT
ECONOMY

SOLE AGENTS

Holland-China Trading Co.
Hong Kong

WAGE REDUCTIONS.

EMPLOYERS' ATTITUDE.

MR. CLYNES'S PROPHECY.

In his presidential address to the annual conference of the National Federation of General Workers in the Town Hall, Leamington, on August 17th, Mr. J. R. Clynes, M.P., reviewed the economic position of the past year. The aggregate fall in wages was put by him as approaching £10,000,000 a week. Much of the economic depression he attributed to international political blunders; indeed one gathered from Mr. Clynes that the whole cause of mischief has been the neglect of statesmen to follow the policy outlined for them by the Labour party. According to Mr. Clynes, the Treaty of Versailles has brought Europe to the verge of ruin. Throughout, the address was more political than trade union in character, and apparently fore-shadowed the policy of the Labour party on international problems at the next general election.

Mr. J. R. Clynes, in his presidential address, said in the past twelve months the energies of the federation had been directed mainly to assisting the affiliated unions to resist or modify demands made by employers for heavy wage reductions; and members might be congratulated upon the gain accruing to them in cases where reductions had been either delayed or resisted as the result of the federation's labours. The defensive work of the federation must be continued so long as the labour market enabled the employers to attack wage standards.

"A long spell of desirable freedom from industrial turmoil," he continued, "would undoubtedly be of general benefit if it could be arranged. But the spirit which has now been provoked does not make for understanding. The outlook for mutual agreement is not bright, and the sacrifices which the workers have had to endure have not hastened the trade revival which cheaper labour was said to guarantee. Where is the good trade promised as the result of wage reductions? Or where are the corresponding sacrifices in private or suffering endured by the non-producing part of the population? The service and sacrifice of the millions of workers during the war who served their country in the Army and Navy have been scantily rewarded in the days of so-called peace. Wages have been forced to a level which places many workers at a point of purchasing power lower than that endured before the war. It is a pity to say that wage reductions in the case of about 6,000,000 workers have amounted to a drop in pay approaching £10,000,000 a week."

In many trades the employers had pressed their point to extremes, and enforced reductions because all the conditions of economic pressure were on their side. Where resistance was offered, the end was often defeat, and employers who cared little whether their works were shut down or not drove a hard bargain. This inconsiderate use of power would later on arouse a desire for retaliation, and demands for advances might be made in a spirit of defiance when the conditions of the labour market had altered. So far as trade conditions require new wage rates they should be arranged with a reasonable and human relation to a substantial decrease in the cost of living.

INTERNATIONAL BLUNDERS.

Alike in international affairs, and in industrial questions, Governments were at length driven by the pressure of their losses to approach the remedies which alone Labour continued to press upon statesmen, with but little encouragement until now from any quarter whatever. Before the war ended, and consistently since its close, Labour urged that a peace should be based upon goodwill and co-operation, and that a policy which sought the economic collapse of the defeated peoples would surely recoil upon the victors. We could only save ourselves by saving our debtors. We could not collect reparations from bankrupt countries or from countries whose instability was due to a policy of menace or attack from outside. The Labour plan was to enable the beaten countries to repair the devastated areas through the medium of an international loan, which the defeated countries would repay, but which all the countries would help to raise. The Labour plan required that the hands which destroyed French and Belgian towns should, in some degree, help to rebuild them. Labour also appealed for reconciliation with Russia, and recognition of her Government—not that they approved it or that they agreed with the methods by which that Government was maintained. Only now were their opponents perceiving the industrial and financial losses resulting from the cruel interference with Russian restoration and development, and the folly of provoking alliances between Russia and Germany, which were bound adversely to affect our trade and commercial well-being. Nothing more vividly revealed the follies of the Peace Treaty than the fear of another horrible war, now eloquently expressed by the Prime Minister.

Referring to unemployment, which he characterized as "our greatest domestic problem," Mr. Clynes said we could not continue indefinitely to support a workless population unexampled in history, and a settlement would have to be made by "an alteration in policy."

"BETTER OFF WITH THE DOLE."

Mr. Jack Jones, M.P. (Workers' Union) moved a resolution declaring that the plan of seeking great improvement by means of excessive wage reductions had failed, condemning the policy of calling upon the working classes only to make the heavy sacrifices which reduced wages involved, and instructing the council "to call upon the Government to take steps to restrain employers from unfairly depressing the wages of workmen at a time when unemployment makes it impossible to arrange reasonable rates of wages with organized employers." They had all, he said, had their "dose of medicine" during the past two years. Even this year

(Continued at foot of next column.)

WEATHER REPORT.

Sept. 25th, at 12.15.—Warning to Hongkong, Coast Ports, &c.—Depression or typhoon in Lat. 13 deg. N. Long. 114 deg. E., position uncertain, direction unknown.

Sept. 26th, at 9.05.—Warning to Hongkong, Coast Ports, &c.—Depression or typhoon in Lat. 13 deg. N. Long. 113 deg. E., moving N.W., position uncertain.

Sept. 26th, at 11.45.—Warning to Hongkong, Coast Ports, &c.—Depression or typhoon of unknown intensity within 130 miles of Lat. 15 deg. N. Long. 113 deg. E., moving N.W.

Sept. 26th, at 11.45.—Pressure has decreased considerably over N.E. Japan and slightly in other districts. It is highest near Shanghai.

At 6 a.m. this morning the depression or typhoon in the China Sea appeared to be in about Lat. 15 deg. N. and Long. 112 deg. E., moving N.W.

A depression formed to the north of Yap yesterday morning, and appears to be moving westward. It may develop into a typhoon.

Hongkong Rainfall for the 24 hours ending at 10 a.m., 26th Sept., 0.00 inch. Total since January 1st, 56.13 inches, against average of 74.50 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Forecast
Hongkong to Cap Rock { E. winds, moderate; fair at first, some rain later.
Formosa Channel { The same as No. 1.
South coast of China between Hongkong and Lamoo { The same as No. 1.
South coast of China between Hongkong and Hainan { The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 26th.

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 3 p.m.
Barometer	29.98	29.82	29.80
Temperature	84	77	85
Humidity	68	83	71
Wind Direction	E	N	E
Force	3	1	1
Weather	C	c	B
Rain	0.00	0.00	0.00
Highest open-air Temperature on 25th	84		
Lowest open-air Temperature on 26th	77		

HONGKONG TIDE TABLE.

From 27th Sept. to 3rd Oct., 1922.

Day of Week	Day of Month	High Water		Low Water	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Wed.	27	1 3	6 7	7 57	2 2
Thurs.	28	1 18	4 3	7 10	4 1
Fri.	29	1 13	6 5	8 21	4 4
Sat.	30	1 11	6 4	11 4	2 4
Sun.	1	6 12	4 8	9 39	4 6
Mon.	2	4 36	6 3	0 8	2 3
Tues.	3	7 12	5 1	11 33	4 4
		1 54	6 4	0 54	2 2
		7 45	3 3		
		8 46	5 5	0 40	4 0
		8 5	6 5	1 31	2 1
		7 34	6 6	1 26	2 1
		8 28	6 8	2 2	2 1

When in doubt about your eyes
or your glasses
Consult

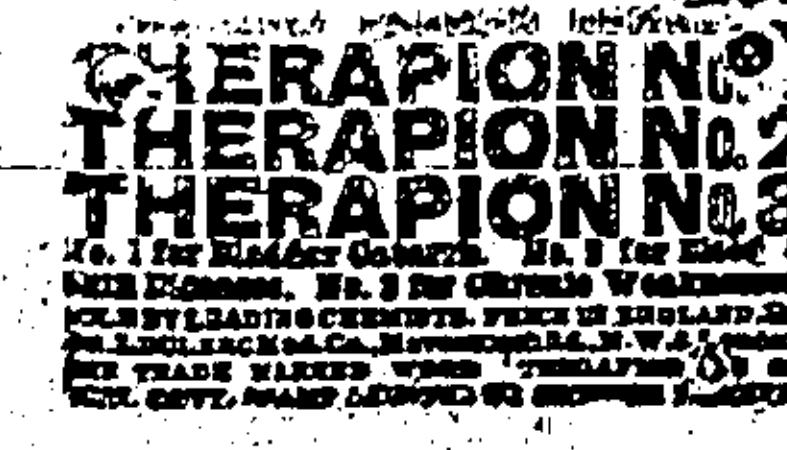
CHINESE OPTICAL CO.

Eye-sight Specialists.

67, QUEEN'S ROAD, CENTRAL,

Hongkong.

1297



there had been a further reduction of £350,000 per week in wages. To-day, a large number of workmen would be better off receiving the dole than at work. Many of their members were working for less than £1 per week. When the employers told them that if they would accept reductions there would be more work for them they knew they lied. Employers were having their turn now, but the workers' turn would come if not industrially he hoped it would politically. These wage reductions would never have been forced upon them, he declared, but for the fact that the House of Commons was an employers' Soviet, and not a representative assembly.

Miss Symonds (Workers' Union), who seconded, asserted that the women workers in the low-paid trades were the first to be attacked.

Mr. W. Kelly (Workers' Union) did not see much use in asking the Government to restrain employers from forcing reductions of wages. The Government, he said, had been as bad as the worst employer in that matter.

The President contended that it was the duty of the Government to maintain a "livable standard" below which employers ought not to drive wages. It was true that the Government would not meet this demand, but all the same it was their duty to make it.

The resolution was carried—Daily Telegraph.

INDO-CHINA

STRAM NAVIGATION COMPANY, LIMITED.

SAILLINGS, SUBJECT TO ALTERATION.

STRAITS & CALCUTTA	"FOOKSANG"	Wednesday, 27th Sept.	3 p.m.
TIENTSIN via WEIHAIWEI	"CHIPSING"	Wednesday, 27th Sept.	4 p.m.
SHANGHAI via SWATOW	"WINGSANG"	Thursday, 28th Sept.	Noon
HAIPHONG via BOLEW	"MINGSANG"	Friday, 29th Sept.	8 a.m.
TSINGTAU via SWATOW			
MANILA	"YATSHING"	Friday, 29th Sept.	Noon
TSINGTAU via SWATOW	"LOONGSANG"	Friday, 29th Sept.	3 p.m.
SHANGHAI			
BANGKOK via SWATOW	"HANGSANG"	Sunday, 1st Oct.	Noon
SANDAKAN	"DRUFAR"	Sunday, 1st Oct.	Noon
ROBE	"MAUSANG"	Monday, 2nd Oct.	3 p.m.
STRAITS & CALCUTTA	"LAISANG"	Tuesday, 3rd Oct.	Noon
ROBE via YOKOHAMA	"KUSANG"	Tuesday, 3rd Oct.	3 p.m.
BANGKOK via SWATOW	"NANSANG"	Tuesday, 10th Oct.	Noon
ROBE	"CHILDAB"	Tuesday, 10th Oct.	Noon
	"HOSANG"	Sunday, 15th Oct.	D.L.

CALCUTTA LINE.—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo calling at Haiphong when indicated on offers.

BOERNEO LINE.—Fortnightly sailings to and from Sandakan by two 3,000-ton steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "FOOKSANG" will be despatched on or about
Wednesday, 27th Sept., at 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage, apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS.

Telephone Central No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

Vessel	Leaves Hongkong	Discharges
"GLENNAVY"	5th October	5th October
"GLENAPP"	12th October	12th October
"CARNABYONSHIRE"	19th October	19th October
"GLENHARRY"	26th November	26th November
"GLENLIFER"	3rd December	3rd December

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENARIFFE"	18th Oct.	LONDON, ANTWERP & HAMBURG.
"GLENOGLE"	25th Oct.	LONDON, ANTWERP, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.
For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., AGENTS.

Telephone Central No. 215 and 22 and Central 5697.

SHIPBUILDERS,
SHIP REPAIRERS,
BOILER MAKERS,
FORGE MASTERS,
OXY-ACETYLENE
ELECTRIC WELDERS,
MECHANICAL AND
ELECTRICAL
ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

DRY DOCKS.

Length 737 Feet.

Length on Blocks 750 Feet

Dept. on Centre of

SHI (H.W.O.S.T.) 34 ft. 6 ins.

THREE SLIPWAYS.

Capable of Handling Ships Up

to 3,000 Tons Displacement.

Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

AGENTS.

TEL ADDRESS: "TAIKOODOCK, HONGKONG."

TELEPHONE No. 212.

ALL FLAG: "C" OVER AMS, PENANG.

HONGKONG, CHINA & JAPAN.

SHIPPING NEWS

ARRIVALS.

September 25th.
Honai Maru, Japanese str., 1,075 tons, Capt. T. Ishigaki, from Haiphong, with a general cargo.—Y.K.K.
Protos, Norwegian str., 1,021 tons, Capt. B. Moller, from Saigon, with rice.—K. Larsen & Co.
 September 26th.
Chihaya Maru, Japanese str., 605 tons, Capt. S. Yamashita, from Hoihow, with salt.—Suzuki & Co.
Chioching, British str., from Canton.
Haiphong, British str., 1,370 tons, Capt. W. C. Passmore, from Foochow, with a general cargo.—Douglas S.S. Co.
Helikon, Norwegian str., from Canton.
Hain Wah, Chinese str., 1,358 tons, Capt. Maxwell, from Tientsin, with a general cargo.—C.M.S.N. Co.
Kulwang, British str., 3,643 tons, Capt. V. McLiddell, from Kobe, with a general cargo.—J.M. & Co.
Kuichow, British str., 1,220 tons, Capt. F. A. Lovegrove, from Tientsin, with a general cargo.—R. & S.
Loongshan, British str., 1,003 tons, Capt. P. Jovitt, from Manila, with a general cargo.—J.M. & Co.
Macedonia, British str., 3,630 tons, Capt. A. F. Vane, from Shanghai, with a general cargo.—Mackinnon, Mackenzie & Co.
Shansi, British str., 1,223 tons, Capt. J. Mathias, from Shanghai, with a general cargo.—R. & S.
Telemachus, British str., 1,340 tons, Capt. Wm. Anderson, from Saigon, with rice and general cargo.—Yeo Fat Shing.
Tenyo Maru, Japanese str., 6,252 tons, Capt. A. Totaka, from San Francisco, with a general cargo.—Toyo Kisen Kaisha.
Victoria, British str., 2,960 tons, Capt. F. T. Fisher, from Melbourne, with a general cargo.—China Australia S.S. Co.

CLEARANCES.

September 25th.
Kwangtung, for Swatow.
Tai Sic Ma, for K. C. Wan.
Wanun, for Shansi.
Yatshing, for Canton.
 September 26th.
City of Lincoln, for Manila.
Dun, for Bangkok.
Huiching, for Swatow.
Huk Canton, for K. C. Wan.
Kwanglee, for Shanghai.
Liangchow, for Shanghai.
Macedonia, for Singapore.
Prometheus, for Hongay.
Samarang Maru, for Batavia.
Shansi, for Canton.
Van Overstraten, for Amoy.

PASSENGERS.

ARRIVALS.

Per a.s. *Victoria*, on September 26th:—Miss J. G. Porter.
 Per T.K.K. a.s. *Tenyo Maru*, on September 26th:—Mr. and Mrs. M. A. Annett, Mr. and Mrs. F. M. Bailey, Mr. T. Bremeld, Mr. R. Hevassy, Miss F. Jacob, Dr. and Mrs. P. Rossi, Miss R. Rosenblum, Mr. J. Russell, Dr. J. K. Westerfield.
 Per a.s. *Haiphong*, on September 26th:—Miss Pitt, Miss Johnson, Mr. T. L. Johnson, Mrs. A. S. Phillips and 2 children, Mr. A. N. Reid, Miss Donaldson, Mr. F. G. Becke, X. S. Anderson-Scott, Miss Dr. Fryson, Mr. A. A. de Carvalho, Miss E. Dames, Mr. W. Bailey, Mr. J. B. Mederup, Mr. and Mrs. M. C. MacKenzie, Mr. T. Louriero, Mr. F. H. Tyson.
 Per P. & O. a.s. *Macedonia*, on September 26th:—Mr. and Mrs. H. C. Monte, Miss G. Hazard, Mr. A. Kalpakdjian, Mr. W. Trudinger, Mrs. A. Jude, Mr. D. Evera, Mr. J. Coulthart, Mr. B. Van Exter, Mr. H. C. Seeborn, Mrs. E. M. Matford, Miss C. Marsh, Mrs. H. Hitchcock, Miss R. Hitchcock, Mr. C. Willis, Mrs. T. J. Doederlein, Miss F. Doederlein, Mr. G. Doederlein, Mr. J. S. Cooper, Mr. S. H. Vesey, Miss E. O'Brien, Mrs. C. J. Leach, Mr. H. O. W. Browne, Miss D. M. F. De Brea, Mr. D. Hill, Rev. and Mrs. Wiley, Mr. T. J. Clagett, Mr. J. R. Delbourge, Mr. N. Crane, Count J. Moitte, Mr. G. Cocquet, Mr. and Mrs. F. G. Payne, Mrs. H. W. Steele, Sir John Walsburn, Mr. and Mrs. H. J. Lewenz, Miss Strachan, Mr. and Mrs. W. Gillan, Rev. and Mrs. J. Heywood, Mr. and Mrs. A. G. Clarke, Miss E. Petersohn, Mrs. S. Carlsson.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* arrived at Manila yesterday, at 8 a.m., and left at 5 p.m. She is due at Hongkong on Thursday, September 28th, at 6 a.m., and will berth at Pier No. 5, Kowloon Wharf. The R.I. a.s. *Jamaica* left Moji on September 24th, and is expected to arrive at Hongkong on or about September 29th. The N.Y.K. a.s. *Fukusa Maru* (Bombay line) left Bombay for Hongkong via Singapore on September 25th, and is expected here on October 12th. The Pacific Mail a.s. *President Wilson* sailed from Shanghai for Manila on September 23rd, was due to arrive at that port yesterday and sails for Hongkong on the 28th, arriving on the 30th. The steamer will sail for San Francisco and ports on October 3rd at noon.

VESSELS EXPECTED.

Aki Maru (N.Y.K.), due October 12th.
Akita Maru (N.Y.K.), due October 10th.
Bennahr (Ben Line), due to-day.
Changsha, due October 20th.
Empress of Russia, due Sept. 28th, 8 a.m.
Morioka Maru (N.Y.K.), due Sept. 28th.
President Wilson (P.M.), due Sept. 26th.
Taiyuan, due Sept. 30th.

CANADIAN PACIFIC STEAMSHIPS LIMITED

HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal.

	From Hongkong	Arrive Vancouver		From Vancouver	Due England.
Empress Russia	Oct. 5	Oct. 23	Empress France	Oct. 31	Nov. 6
Empress Australia	Oct. 25	Nov. 13	Minnedosa	Nov. 22	Nov. 30
Empress Asia	Nov. 2	Nov. 20	Empress France	Nov. 29	Dec. 5
Empress Canada	Nov. 18	Dec. 4	Empress Scotland	Dec. 12	Dec. 19
Empress Russia	Nov. 30	Dec. 18	Empress France	Dec. 26	Jan. 3
Empress Australia	Dec. 22	Jan. 9	Empress Scotland	Jan. 17	Jan. 24
Empress Canada	Jan. 13	Jan. 29	Empress Scotland	Feb. 6	Feb. 13

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabin on Atlantic passage held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms. Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.
 Hongkong Office. Telephone Central 752. Cable Address: GACANPAO.

CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)
 OPERATING FAST FREIGHT AND PASSENGER STEAMERS.
 "NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"
 AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS
 Minimum Rate U.S.G. \$477.07
 Maximum Rate U.S.G. \$620.50
 First Class Accommodation Throughout.

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO
 via Shanghai, Nagasaki, Yokohama and Honolulu.
 a.s. "NILE" a.s. "NANKING" a.s. "CHINA"
 Saturday, Sept. 30th, Noon. Oct. 23rd. Nov. 17th.

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.
 a.s. "GORJISTAN" a.s. "GORJISTAN"
 To Swatow and Amoy. To Singapore, Batavia, Semarang, Sourabaya.
 a.s. "ARMANESTAN" a.s. "ARMANESTAN"
 To Swatow and Amoy. To Singapore, Batavia, Semarang, Sourabaya.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also.
 Cargo accepted on Through Bills of Lading for transshipment at San Francisco by weekly sailings for principal Atlantic Ports.

CHINA MAIL STEAMSHIP CO., LTD.
 PRINCE'S BUILDING, 100 HONG STREET.
 TELEPHONE: PASSENGER DEPT. TEL.: FREIGHT DEPT. & AGENT.
 Central No. 1934. Cable Add. "CHMAIL."

PACIFIC MAIL STEAMSHIP CO.

OFFER
 SPECIAL THROUGH
 FIRST CLASS RATES

HONGKONG TO EUROPE
 via SAN FRANCISCO AND NEW YORK
 U. S. G. \$480.50
 which includes:

MINIMUM BERTH TO SAN FRANCISCO
 FIRST CLASS RAIL ACCOMMODATION
 SAN FRANCISCO TO NEW YORK
 WITH STOPOVER PRIVILEGES, BERTH AND ACCOMMODATION ON ANY ATLANTIC OCEAN STEAMER
 VALUED AT U. S. G. \$205.00
 BUT DOES NOT INCLUDE BERTH AND MEALS ACROSS AMERICAN CONTINENT.
 FOR FULL INFORMATION SEE

PACIFIC MAIL STEAMSHIP CO.
 Managing Agents
 UNITED STATES SHIPPING BOARD
 UNION BUILDING, HONGKONG.
 Cable Address: "SOLANO" Canton Agents: BEISS & CO.

WHERE TO STAY WHEN VISITING HOME.

BASIL STREET HOTEL.

KNIGHTSBRIDGE, LONDON, S.W. 3.

Run by the owner, has the best situation, and is First Class. One minute's walk from HARRIS, HYD PARK, and BROADWAY STREET, 100 Bedrooms with Hot and Cold water, ample Bathrooms, pleasing Restaurant and Lounge, Luggage stored for any period, also room for sorting and packing. "En Pension" terms from 24/6. Double rooms without food from 22/6. Single from 11/6. Baths included. Excellent Cuisine.
 KNIGHTSBRIDGE STATION is in the building from which any part of London is reached in a few minutes.

Telegrams: "SPOTLESS," LONDON.

N. Y. K.

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
SHIDZUOKA MARU (calling Keelung) ... Saturday, 29th Sept., at 11 a.m.
YOKOHAMA MARU ... Monday, 23rd Oct., at 11 a.m.
 MARSHILLES, LONDON & ANTWERP via Singapore, &c.
KASHIMA MARU ... Friday, 29th Sept., at 11 a.m.
HAKONE MARU ... Friday, 13th Oct., at 11 a.m.
 HAMBURG via LONDON, ROTTERDAM.
MATSUMOTO MARU ... Thursday, 28th September.
 LIVERPOOL via MARSHILLES.
TOYOHASHI MARU ... Second half of October.
 SYDNEY & MELBOURNE via Manila, &c.
YOSHINO MARU ... Tuesday, 17th Oct., at 11 a.m.
AKI MARU ... Tuesday, 14th Nov., at 11 a.m.
 NEW YORK, via PANAMA.
MAYERASHI MARU ... End of October.
 NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CATS

BOMBAY via Singapore and Colombo.
AWA MARU ... Thursday, 10th Oct.
 CALCUTTA via Singapore, Penang & Hongkong.
MARIOKA MARU ... Friday, 29th Sept.
 NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Friday, 13th Oct., at 11 a.m.
 SHANGHAI, KOBE & YOKOHAMA.
FUSHIMI MARU ... Thursday, 28th Sept., at 11 a.m.
MISHIMA MARU ... Thursday, 13th Oct., at 11 a.m.
 For further information apply to—NIPPON YUSEN KAISHA.
 Telephone: Central Nos. 232 & 233. K. H. KAMEI, Manager.

STRUTHERS & BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO
 FROM HONGKONG BY DIRECT ROUTE.

"Dewey" ... Due Hongkong 24th Oct.
 Leaves Hongkong 26th Oct.
 "Elkridge" ... Due Hongkong 8th Nov.
 Leaves Hongkong 8th Nov.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SAIGON, SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

"Elkridge" ... Due Hongkong 29th Sept. (not calling at Saigon).
 Leaves Hongkong 1st Oct.
 "West Prospect" ... Due Hongkong 13th Oct.
 Leaves Hongkong 15th Oct.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY.

L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRAITS & JAVA.
 1st Floor, Powell's Building, Central Phone No. 3008.
 G. P. BRADFORD, Res. Agent.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	DEPARTURE ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKEMBANG	JAVA	20th Sept.	7th Oct.	SHANGHAI
TJITAROEM	SHAL & N. CHINA	2nd Oct.	4th Oct.	BANKA & BATAVIA
TJILIWONG	JAPAN & AMOT	7th Oct.	9th Oct.	MAKASSAR & SOERABAYA
TJIKINI	JAPAN & AMOT	15th Oct.	17th Oct.	BILIRIS & BATAVIA

Wireless Telegraphy.
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
 For Particulars of Freight and Passage apply to the
 JAVA-CHINA-JAPAN LIJN.
 York Building, First floor.
 Telephone No. 1774.



VEREENIGDE NEDERLANDSCHE SCHEEPVAARTMAATSCHAPPIJ

(United Netherlands Navigation Company)
 HOLLAND-OOST AZIE LIJN

(Holland-East Asia Line)

(Members of the Straits, China and Japan Conferences)

Regular monthly service between
 JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA
 AND
 AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN

Steamers	For	Sailing on or about
"GEMMA"	Rotterdam, Amsterdam, Hamburg & Bremen	28th Oct.
"OOSTERK"	Amsterdam, Rotterdam, Hamburg & Bremen	20th Nov.

For full particulars please apply to—
 JAVA-CHINA-JAPAN LIJN
 General Agents,
 York Buildings.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO, JAPAN

SOLE AGENTS.

MITSUI BUSSAN KAISHA LTD.

HONGKONG.

YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG.

FOR HAIPHONG via Hekow & Pakhoi

a.s. "TAIKWA MARU" ... on or about 29th Sept.

FOR KEELUNG via Swatow & Amoy

a.s. "HOZU MARU" ... on or about 29th Sept.

For further particulars, please apply to—

Branch Office: No. 27 Bankam Street, West. Tel. Central No. 155.

Top Floor, King's Building, Tel. Central No. 142.

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

S.S. "CITY OF TOKIO" ... 20th Oct. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF SYDNEY" ... 10th Oct. ... London, Antwerp, Rotterdam, Hamburg & Glasgow.

PASSENGER SERVICE.

S.S. "CITY OF PARIS" ... mid. Dec. ... Marseilles & London.
S.S. "CITY OF YORK" ... beg. Feb. ... Marseilles & London.
S.S. "CITY OF SIMLA" ... mid. March ... Marseilles & London.
S.S. "CITY OF POONA" ... mid. April ... Marseilles & London.

Subject to change without notice.

For further particulars apply to—

RHEISS & CO., CANTON.

THE BANK LINE, LTD.

(Tel. Central 780).

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "ANTIOCHUS" ... via Suez Canal ... 5th October.
S.S. "CITY OF MELBOURNE" ... via Suez Canal ... 18th October.
S.S. "AGAMEMNON" ... via Suez Canal ... 28th October.Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, S.S. THE BANK LINE, LTD., HONGKONG
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. RHEISS & CO., CANTON.**MESSAGERIES MARITIMES**

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOREA & YOKOHAMA	"AZAY LE RIDEAU" 15,000	On or about 29th Sept.
SHANGHAI, KOREA & YOKOHAMA	"AZAY LE RIDEAU" 20,000	On or about 18th Oct.
SHANGHAI, KOREA & YOKOHAMA	"ANGKOR" 15,000	On or about 2nd Oct.
SHANGHAI, KOREA & YOKOHAMA	"ANGKOR" 15,000	On or about 17th Oct.
SHANGHAI, KOREA & YOKOHAMA	"ANGKOR" 15,000	On or about 31st Oct.
SHANGHAI, KOREA & YOKOHAMA	"ANGKOR" 20,000	On or about 14th Nov.

COMMERCIAL LINE

ORAN, PORT-LEUCON, HAVRE, DUNKERQUE & ANTWERP	"LE ST. LOUBERT-BIE" 15,000	About 29th Sept.
	"LE DE MISSISSY" 15,000	1st part Nov.
	"COM. KAMK" 15,000	1st part Dec.

ALSO SERVICE TO BORDEAUX (ON APPLICATION)

For further particulars, etc., apply to

COGNITION-TRANSIT-REPRESENTATION:
Telephone Central 740.A. JORARD,
Agent,
Queen's Building.**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodations for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and excellent cuisine.

FOR:

SWATOW AMOY & FOCHOW

(AND RETURN)

(Occupying 3 or 147 Days)

HAIHONG	Capt. W. C. Farnham	Friday, 29th Sept. at 1 p.m.
HAIPOONG	Capt. W. B. Turnbull	Tuesday, 3rd Oct. at 1 p.m.
HAIHING	Capt. J. S. Thomson	Friday, 6th Oct. at 1 p.m.

Arrival and Departure from the Company's Wharf (near Shikho Pier).

For Freight and Passage apply to—

DOUGLAS LARRAK & CO.,
General Managers.**JAPAN COAL**

GENERAL IMPORTS & EXPORTS

AGENTS FOR:

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.**MITSUBISHI SHoji KAISHA**

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKIO.

No. 14, PEDDER ST., HONGKONG.

**P. & O., British India
Apcar and
Eastern & Australian
Lines**

COMPANIES Incorporated in ENGLAND.

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORIZON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

**PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"MACEDONIA"	10,612	27th Sept. 1922	Bombay, Marseilles, London & Antwerp.
"KALYAN"	8,987	11th Oct.	Marseilles, London & Antwerp.
"SICILIA"	6,702	18th Oct.	Singapore, Penang, Colombo, & Bombay.
"MANTUA"	11,000	25th Oct.	Bombay, Marseilles, London & Antwerp.
"DONGOLA"	8,064	8th Nov.	Marseilles, London & Antwerp.
"NANKIN"	7,000	22nd Nov.	Bombay, Marseilles, London & Antwerp.
"KARHALL"	9,000	6th Dec.	Bombay, Marseilles, London & Antwerp.
"KARHALL"	9,000	27th Dec.	Bombay, Marseilles, London & Antwerp.
"PLASSY"	7,800	10th Jan. 1923	do.
"SARDINIA"	6,580	24th Jan.	do.
"NELORE"	6,883	7th Feb.	do.
"DELTA"	8,097	21st Feb.	do.
"KALYAN"	8,987	7th Mar.	do.
"KARHALL"	9,000	21st Mar.	do.
"KRYDER"	9,014	4th Apr.	do.

BRITISH INDIA - APCAR SAILINGS

"JANUS"	4,842	1st Oct.	Calcutta via Singapore, & Penang.
"EGRA"	5,108	8th Oct.	Singapore.

EASTERN & AUSTRALIAN SAILINGS (North)

"ARAFURA"	6,000	4th Oct.	Manila, Hilo, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
-----------	-------	----------	--

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.**SAILINGS TO SHANGHAI & JAPAN**

"SICILIA"	6,702	2nd Oct.	Shanghai.
"EGRA"	5,108	3rd Oct.	Amoy.
"DONGOLA"	8,064	7th Oct.	Shanghai & Japan.
"ST. ALBANS"	6,000	9th Oct.	Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.Passengers for Baggage must defray their own Hotel expenses at Singapore while wait in the on carrying steamer.
First Cabin Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in one of the steamers of their P. & O. Tickers Singapore to Colombo.
All Cables are fitted with Electric Fans free of charge.
Parcels measuring not more than 2 ft. x 2 ft. x 2 ft. will be received at the Company's Office up to noon on the day previous to sailing.
For Further Information, Passage Fares, Freight Handbooks, etc., apply to—**MACKINNON, MACKENZIE & CO.**

32, Des Voeux Road Central, HONGKONG. Agents.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSHILLES—
Monthly direct service via Singapore and Port Said.
"AMAZON MARU" ... 11th Nov.BUENOS AIRES—RIO DE JANEIRO, SANTO, DURBAN & CAPE TOWN via HONGKONG & SINGAPORE. PASSENGER SERVICE.
"PANAMA MARU" ... 1st Oct.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE & "BIMARU MARU" ... 7th Oct.

SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.
"KISHU MARU" ... 6th Oct.CALCUTTA via SINGAPORE & BANGKOK.
"SAIGON MARU" ... 30th Sept.VICTORIA, VANCOUVER, BRATTLE & TAOMMA—via Saigon—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.
"ALABAMA MARU" (only Shanghai) ... 20th Sept. 1NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco & Oahu Ports.
"HAYRE MARU" ... 10th Oct.NEW ORLEANS LINE via SUEZ.
"ALPS MARU" ... 1st Oct.JAPAN PORTS—Kobe & Osaka.
"KALYAN MARU" ... 1st Oct.KEELUNG via SWATOW & AMOY—Those Steamers have excellent accommodation for 1st and 2nd class saloon passenger.
"KALYAN MARU" ... 1st Oct.TAKAO via SWATOW & AMOY.
"BOSCHU MARU" ... 5th Oct.

Tel. Central No. 4090. Calls at Shanghai. Y. YABAUZA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "SLAVIC PRINCE" ... 1st October.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone Central 3103; Telegrams (Far East) Ltd., St. George's Building.

**C. N. C.
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATIONS

For	Steamer	To Sail
HONGKONG, PAKHOI & HAIPHONG	"KALYAN" ...	On 27th Sept. 9 a.m.
SAIGON	"HANYANG" ...	On 27th Sept. 4 p.m.
MANILA, CEBU & HIOLO	"TAMING" ...	On 27th Sept. 4 p.m.
AMOY & SHANGHAI	"SHANGHAI" ...	On 28th Sept. 4 p.m.
SWATOW & AMOY	"KIUNGCHOW" ...	On 28th Sept. 4 p.m.
SHANGHAI & TSINGTAO	"SOOCHOW" ...	On 30th Sept. 4 p.m.
SWATOW & SINGAPORE	"KIANGSU" ...	On 1st Oct. Noon.
SHANGHAI	"SZECHUEN" ...	On 1st Oct. 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KIUNGCHOW" ...	On 1st Oct. 4 p.m.
SWATOW & BANGKOK	"KAYING" ...	On 2nd Oct. Noon.
SHANGHAI & TSINGTAO	"KANOWH" ...	On 3rd Oct. 4 p.m.
HAIPHONG	"CHINHUA" ...	On 4th Oct. 7 a.m.
AMOY & SHANGHAI	"SUIYANG" ...	On 5th Oct. 7 a.m.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.
Steamer service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through bills of lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
BANGKOK LINE—Weekly service to and from Bangkok via Swatow.For Freight or Passage apply to— BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.)
Telephone Central 25.

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australian Ports
"TAITIAN"	28th Sept.	3rd Oct. 8 p.m.
"CHANGSHA"	15th Oct.	30th Oct.

This Steamer is fitted with Refrigerating Machinery, carrying a plentiful supply of Ice from the Philippines, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo loaded through to all Australian, New Zealand & Transatlantic Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.) Agents.
Telephone Central No. 25.**PACIFIC MAIL S.S. CO.,**

MANAGING AGENTS,

**U.S. SHIPPING BOARD EMERGENCY
FLEET CORPORATION.****TRANS-PACIFIC SERVICE**

Freight and Passengers

Fare to European Ports US\$ 820.50 First Class Throughout.

AMERICAN STEAMERS

S.S. PANAMA, S.S. HONGKONG, S.S. YOKOHAMA and HONOLULU.

S.S. "PRESIDENT WILSON"	Leaves Hongkong	Arrives San Francisco
S.S. "PRESIDENT TAYLOR"	Oct. 3rd at Noon	Oct. 25th
S.S. "PRESIDENT LINCOLN"	Oct. 14th	Nov. 5th
S.S. "PRESIDENT LINCOLN"	Oct. 25th	Nov. 18th

Fares and Fares Subject to change without Notice.

HONGKONG-CALCUTTA SERVICE

SINGAPORE AND PENANG ONLY.

S.S. "LAKE GILANO" ... Sept. 31st.

TAMPA INTER-OCEAN S.S. CO.

For HAVANA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE & NEW YORK.

S.S. "ETHANALLEN"	Oct. 10th
S.S. "HANSOVER"	Nov. 8th
S.S. "PATRICK HENRY"	Dec. 7th

For full information regarding rates, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone Central 141. Cable Address "PACIFIC MAIL" Union Building, Hongkong. Agents at Canton—RHEISS & Co.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

S.S. "KENDAL CASTLE" ... sailing on or about 16th November.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FURNACE having been re-opened for traffic, cargo is also accepted for this port on through bills of lading.

FOR SHANGHAI

S.S. "TRIESTE" ... sailing on or about 5th October.

FOR BRINDISI, VENICE & TRIESTE

S.S. "TRIESTE" ... sailing on or about 22nd October.

Passenger's Logbooks can be issued at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UMIAZI" ... sailing on or about 31st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

